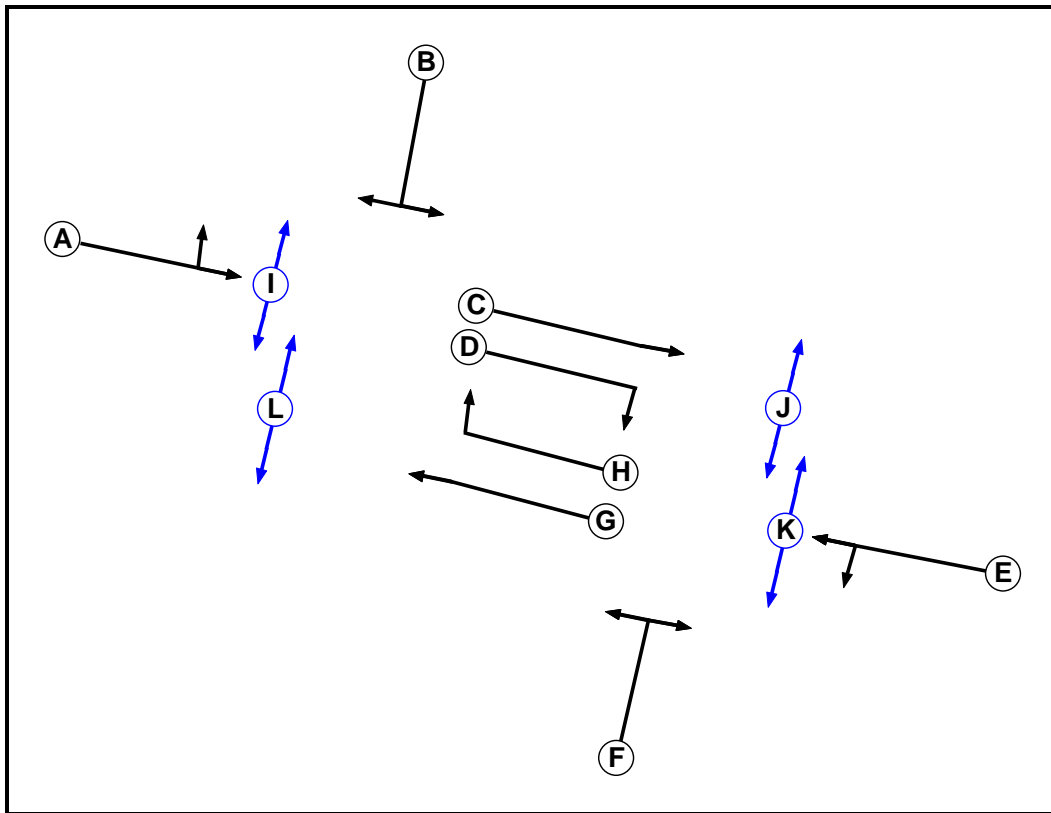


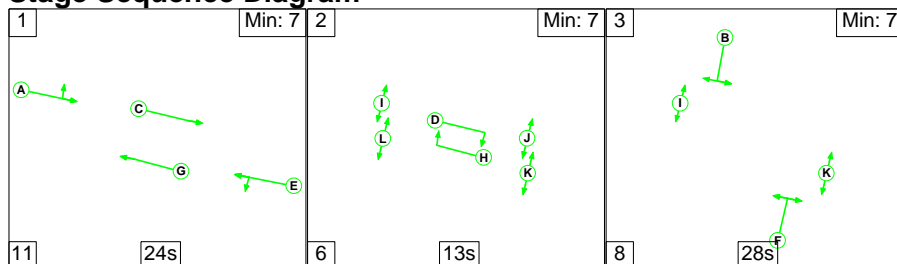
Phase Diagram



Phase Intergreens Matrix

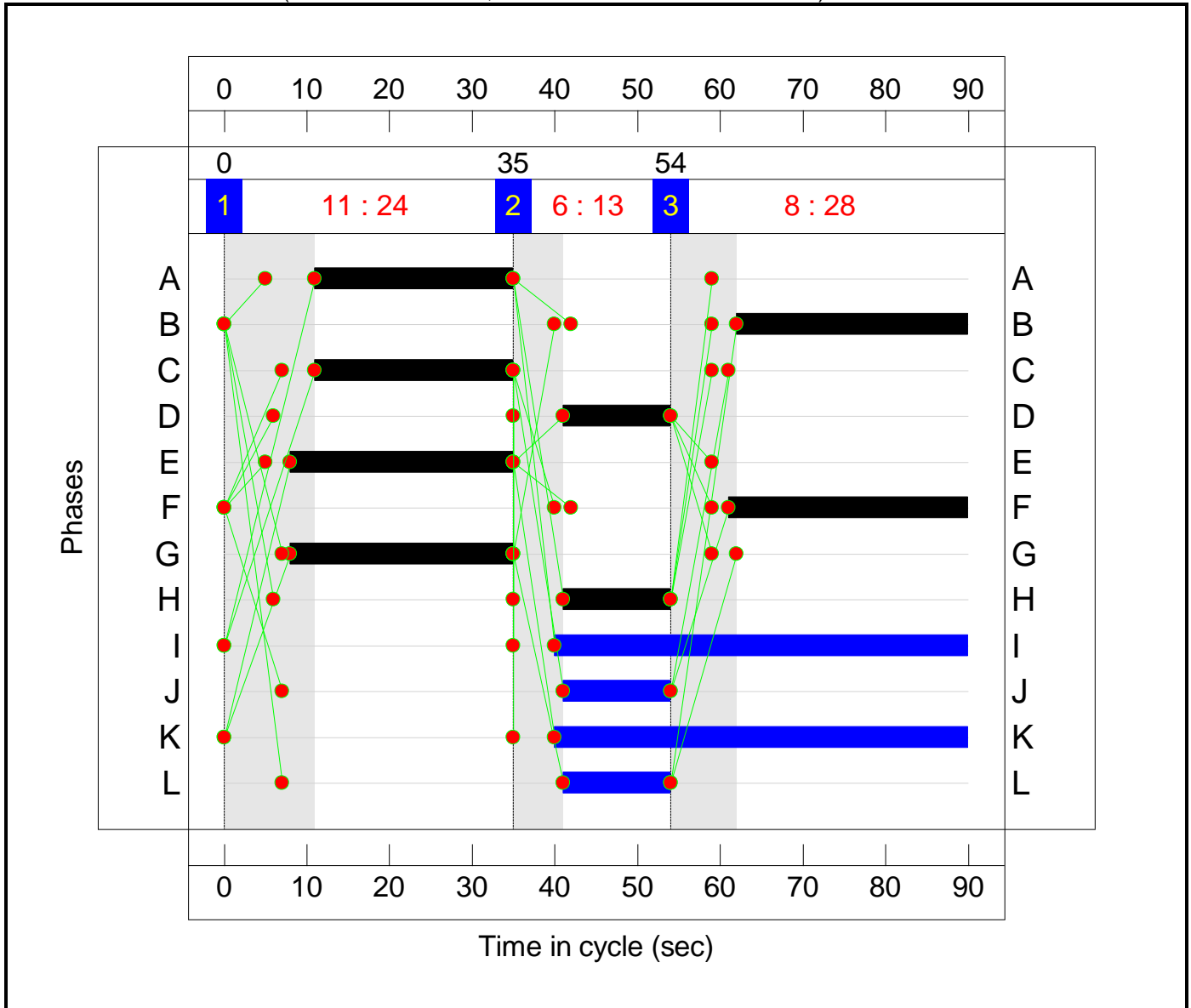
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		7	-	-	-	-	-	6	5	-	-	-
	B	5		-	-	-	-	7	6	-	-	-	7
	C	-	-		-	-	5	-	0	0	6	-	-
	D	-	-	-		5	5	5	-	-	-	-	-
	E	-	-	-	6		7	-	-	-	-	5	-
	F	-	-	7	6	5		-	-	-	7	-	-
	G	-	5	-	0	-	-		-	-	-	0	6
	H	5	5	5	-	-	-	-		-	-	-	-
	I	11	-	11	-	-	-	-	-		-	-	-
	J	-	-	7	-	-	7	-	-	-		-	-
	K	-	-	-	-	8	-	8	-	-	-		-
	L	-	8	-	-	-	-	8	-	-	-	-	

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2031 DM AM' (FG3: '2031 DM AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	685	928
	C	63	113	0	66	242
	D	123	530	103	0	756
	Tot.	381	856	260	995	2492

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	111.4%	0	416	36	158.7	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	111.4%	0	416	36	158.7	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	566	1600	516	109.8%	-	-	-	37.4	238.1	46.1
2/1	A20 Eastbound Ahead	U	C		1	24	-	670	1950	542	111.4%	-	-	-	40.5	241.7	51.7
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	24:13	-	285	1950:1600	79+229	84.6 : 88.2%	0	202	0	5.7	75.7	9.6
3/1	A20 London Road east Ahead Left	U	E		1	27	-	361	1650	513	70.3%	-	-	-	3.9	39.0	9.1
3/2+3/3	A20 London Road east Ahead	U	E		1	27	-	567	1650:1700	513+269	72.5 : 72.5%	-	-	-	5.5	34.6	9.6
4/1	Winterfield Lane Left Right	U	F		1	29	-	242	1600	533	45.4%	-	-	-	2.0	29.7	5.1
5/1	A20 westbound Ahead	U	G		1	27	-	313	1950	607	51.6%	-	-	-	0.8	9.8	1.0
5/2	A20 westbound Ahead	U	G		1	27	-	438	1950	607	72.2%	-	-	-	2.1	17.5	3.5
5/3	A20 westbound Right	O	H		1	13	-	258	1600	249	103.7%	0	213	36	13.5	189.0	17.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	24	-	650	1900:1650	473+110	111.4 : 111.4%	-	-	-	46.3	256.5	55.1
6/3	A20 London Road west Ahead	U	A		1	24	-	106	1800	500	21.2%	-	-	-	0.9	29.5	2.2

C1

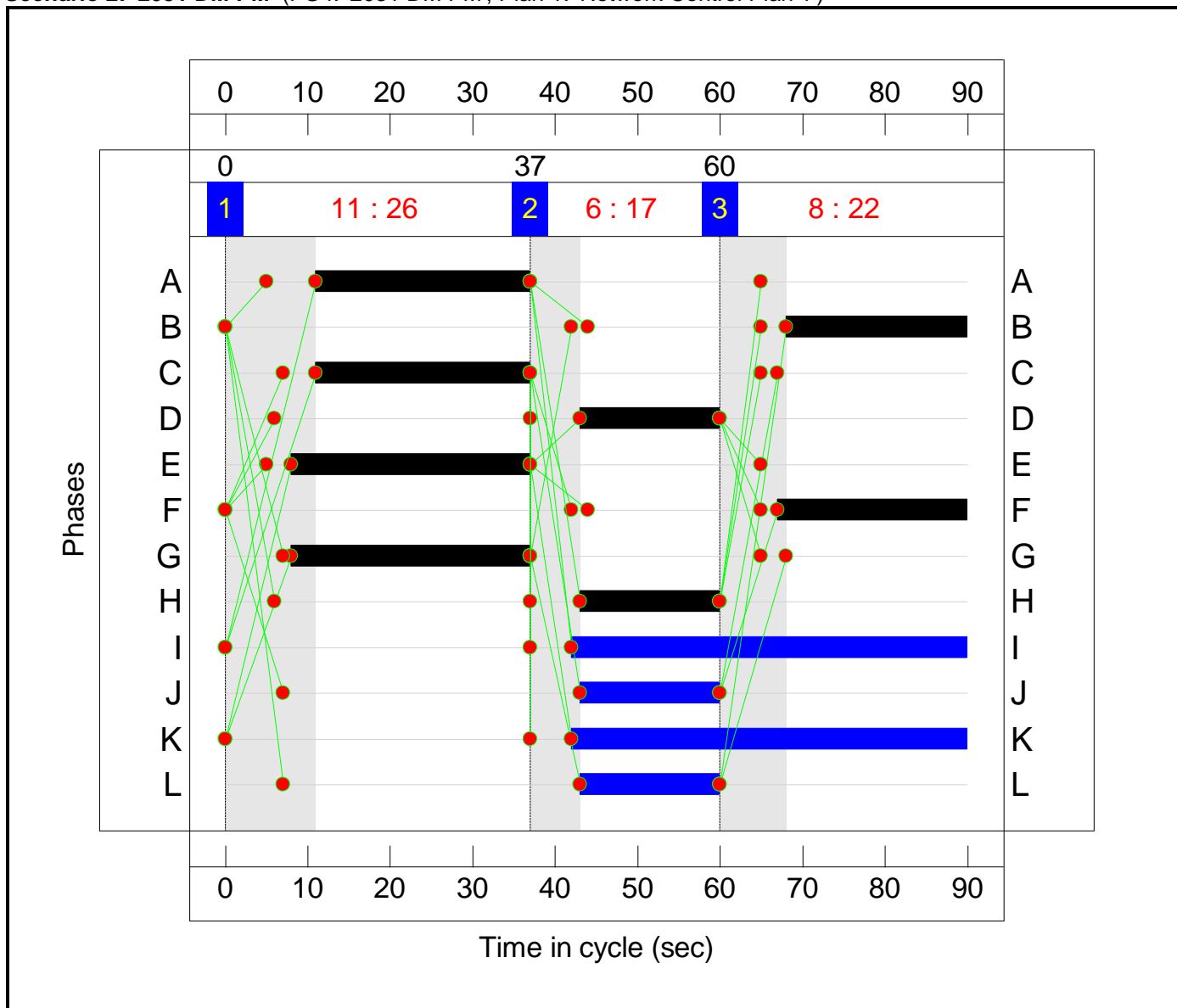
PRC for Signalled Lanes (%): -23.8
PRC Over All Lanes (%): -23.8

Total Delay for Signalled Lanes (pcuHr): 158.66
Total Delay Over All Lanes(pcuHr): 158.66

Cycle Time (s): 90

Signal Timings Diagram

Scenario 2: '2031 DM PM' (FG4: '2031 DM PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	444	714
	C	98	135	0	51	284
	D	348	829	104	0	1281
	Tot.	673	1132	206	684	2695

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.7%	0	446	36	91.3	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	101.7%	0	446	36	91.3	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	416	1600	409	101.7%	-	-	-	16.4	141.7	22.7
2/1	A20 Eastbound Ahead	U	C		1	26	-	557	1950	585	94.8%	-	-	-	8.5	55.5	19.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:17	-	603	1950:1600	459+170	95.9 : 95.4%	0	162	0	10.2	60.8	13.7
3/1	A20 London Road east Ahead Left	U	E		1	29	-	223	1650	550	40.5%	-	-	-	1.8	28.6	4.6
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	491	1650:1700	550+473	48.0 : 48.0%	-	-	-	3.7	26.9	5.7
4/1	Winterfield Lane Left Right	U	F		1	23	-	284	1600	427	66.6%	-	-	-	3.3	41.9	7.3
5/1	A20 westbound Ahead	U	G		1	29	-	180	1950	650	27.7%	-	-	-	0.4	7.3	0.5
5/2	A20 westbound Ahead	U	G		1	29	-	315	1950	650	48.5%	-	-	-	1.0	11.3	2.1
5/3	A20 westbound Right	O	H		1	17	-	325	1600	320	101.6%	0	284	36	14.1	156.4	18.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	757	1900:1650	411+349	99.6 : 99.6%	-	-	-	19.4	92.2	26.6
6/3	A20 London Road west Ahead	U	A		1	26	-	524	1800	540	97.0%	-	-	-	12.7	86.9	20.9

C1

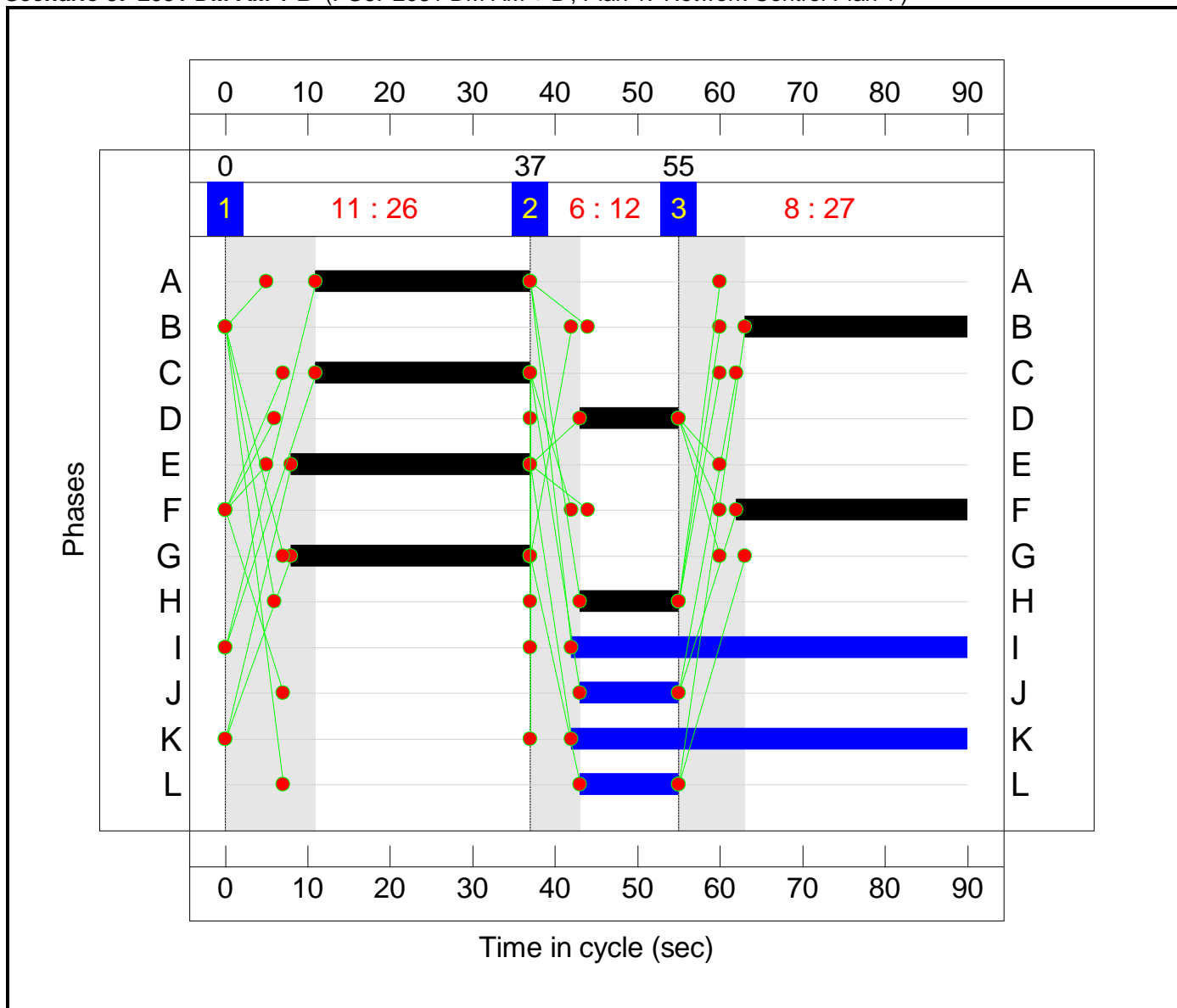
PRC for Signalled Lanes (%): -13.0
PRC Over All Lanes (%): -13.0

Total Delay for Signalled Lanes (pcuHr): 91.33
Total Delay Over All Lanes(pcuHr): 91.33

Cycle Time (s): 90

Signal Timings Diagram

Scenario 3: '2031 DM AM + B' (FG5: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	750	993
	C	63	113	0	66	242
	D	123	550	103	0	776
	Tot.	381	876	260	1060	2577

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	113.7%	0	380	50	163.1	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	113.7%	0	380	50	163.1	-	-
1/1	Lunsford Lane Left Right	U	B		1	27	-	566	1600	498	113.7%	-	-	-	46.4	294.8	54.9
2/1	A20 Eastbound Ahead	U	C		1	26	-	698	1950	585	112.1%	-	-	-	45.5	249.9	57.7
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:12	-	277	1950:1600	66+217	90.0 : 91.7%	0	184	14	6.8	95.1	10.3
3/1	A20 London Road east Ahead Left	U	E		1	29	-	396	1650	550	72.0%	-	-	-	4.2	37.8	9.8
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	597	1650:1700	550+267	73.1 : 73.1%	-	-	-	5.5	33.3	10.2
4/1	Winterfield Lane Left Right	U	F		1	28	-	242	1600	516	46.9%	-	-	-	2.1	30.9	5.2
5/1	A20 westbound Ahead	U	G		1	29	-	348	1950	650	53.5%	-	-	-	0.9	9.5	1.1
5/2	A20 westbound Ahead	U	G		1	29	-	468	1950	650	72.0%	-	-	-	2.1	16.3	3.5
5/3	A20 westbound Right	O	H		1	12	-	258	1600	231	111.6%	0	196	36	20.8	290.5	24.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	651	1900:1650	506+118	104.3 : 104.3%	-	-	-	27.8	153.8	37.3
6/3	A20 London Road west Ahead	U	A		1	26	-	125	1800	540	23.1%	-	-	-	1.0	28.0	2.5

C1

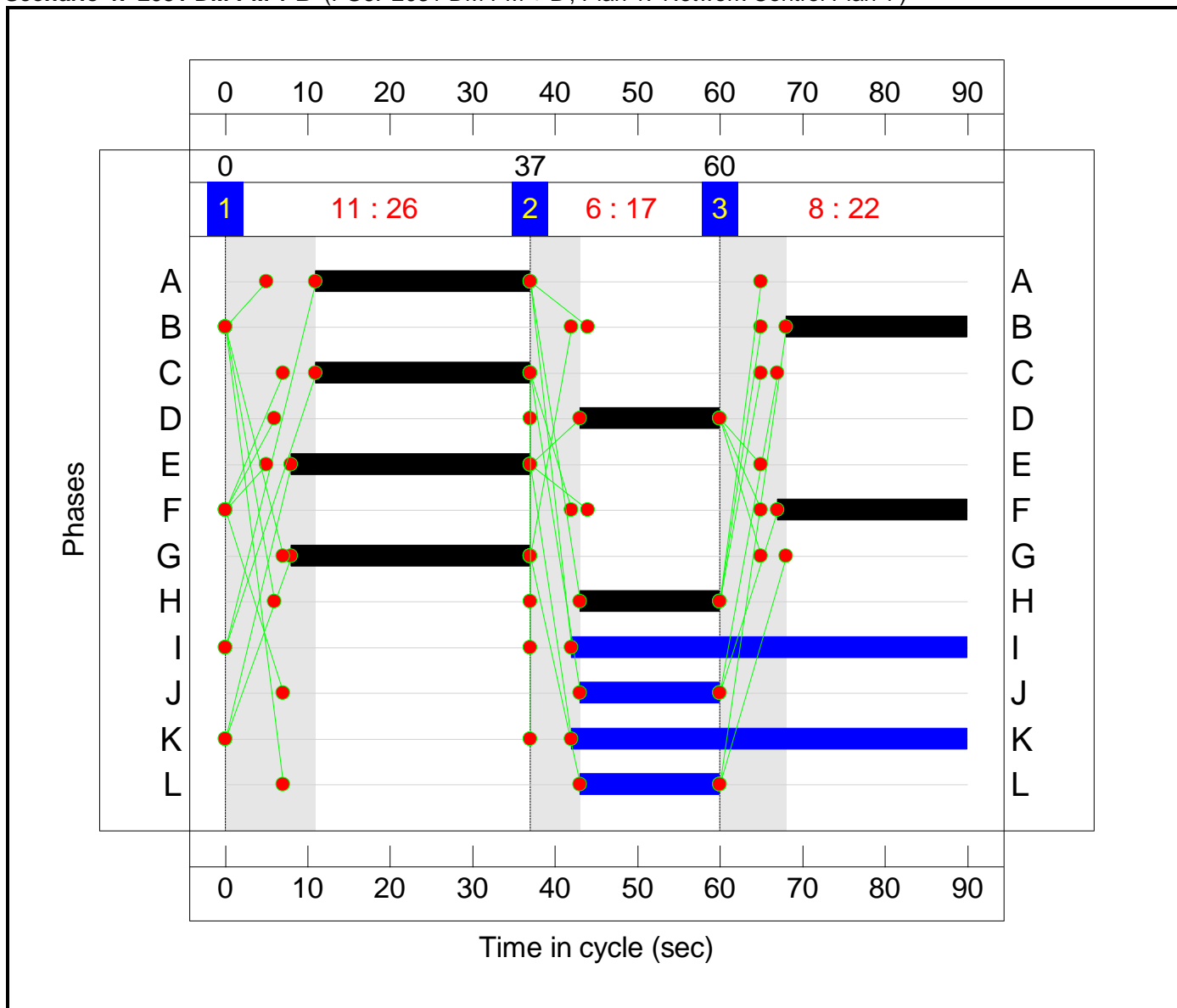
PRC for Signalled Lanes (%): -26.3
PRC Over All Lanes (%): -26.3

Total Delay for Signalled Lanes (pcuHr): 163.12
Total Delay Over All Lanes(pcuHr): 163.12

Cycle Time (s): 90

Signal Timings Diagram

Scenario 4: '2031 DM PM + B' (FG6: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	468	738
	C	98	135	0	51	284
	D	348	874	104	0	1326
	Tot.	673	1177	206	708	2764

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	103.1%	0	444	36	111.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	103.1%	0	444	36	111.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	416	1600	409	101.7%	-	-	-	16.4	141.7	22.7
2/1	A20 Eastbound Ahead	U	C		1	26	-	581	1950	585	96.7%	-	-	-	10.3	65.4	21.6
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:17	-	624	1950:1600	463+164	97.6 : 97.7%	0	160	0	12.3	72.1	14.7
3/1	A20 London Road east Ahead Left	U	E		1	29	-	235	1650	550	42.7%	-	-	-	1.9	29.0	4.9
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	503	1650:1700	550+452	50.2 : 50.2%	-	-	-	3.8	27.2	6.0
4/1	Winterfield Lane Left Right	U	F		1	23	-	284	1600	427	66.6%	-	-	-	3.3	41.9	7.3
5/1	A20 westbound Ahead	U	G		1	29	-	192	1950	650	29.5%	-	-	-	0.4	7.4	0.5
5/2	A20 westbound Ahead	U	G		1	29	-	327	1950	650	50.3%	-	-	-	1.0	11.4	2.2
5/3	A20 westbound Right	O	H		1	17	-	325	1600	320	101.6%	0	284	36	14.1	156.4	18.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	775	1900:1650	414+338	103.1 : 103.1%	-	-	-	28.4	131.9	36.8
6/3	A20 London Road west Ahead	U	A		1	26	-	551	1800	540	102.0%	-	-	-	20.1	131.3	28.9

C1

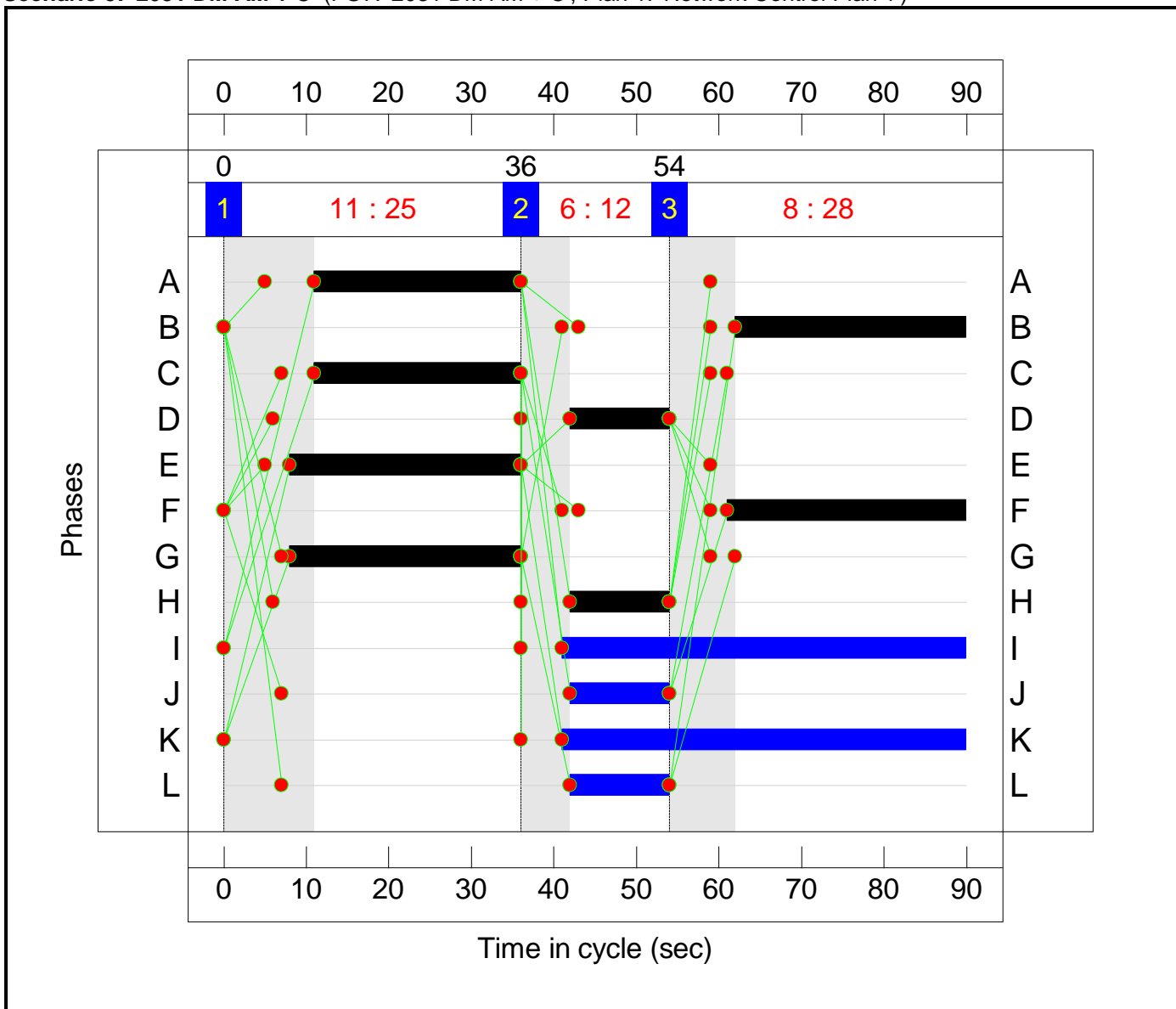
PRC for Signalled Lanes (%): -14.5
PRC Over All Lanes (%): -14.5

Total Delay for Signalled Lanes (pcuHr): 111.95
Total Delay Over All Lanes(pcuHr): 111.95

Cycle Time (s): 90

Signal Timings Diagram

Scenario 5: '2031 DM AM + C' (FG7: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	710	953
	C	63	113	0	66	242
	D	123	538	103	0	764
	Tot.	381	864	260	1020	2525

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	111.6%	0	384	49	159.0	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	111.6%	0	384	49	159.0	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	566	1600	516	109.8%	-	-	-	37.4	238.1	46.1
2/1	A20 Eastbound Ahead	U	C		1	25	-	678	1950	563	111.6%	-	-	-	42.6	244.1	54.3
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	25:12	-	285	1950:1600	74+215	91.2 : 93.9%	0	188	14	7.5	100.2	10.7
3/1	A20 London Road east Ahead Left	U	E		1	28	-	375	1650	532	70.5%	-	-	-	4.0	38.1	9.3
3/2+3/3	A20 London Road east Ahead	U	E		1	28	-	578	1650:1700	532+271	72.0 : 72.0%	-	-	-	5.4	33.7	9.7
4/1	Winterfield Lane Left Right	U	F		1	29	-	242	1600	533	45.4%	-	-	-	2.0	29.7	5.1
5/1	A20 westbound Ahead	U	G		1	28	-	327	1950	628	52.0%	-	-	-	0.9	9.5	1.0
5/2	A20 westbound Ahead	U	G		1	28	-	449	1950	628	71.5%	-	-	-	2.1	16.7	3.5
5/3	A20 westbound Right	O	H		1	12	-	258	1600	231	111.6%	0	196	36	20.8	290.0	24.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	25	-	648	1900:1650	489+115	107.3 : 107.3%	-	-	-	35.4	196.5	44.6
6/3	A20 London Road west Ahead	U	A		1	25	-	116	1800	520	22.3%	-	-	-	0.9	28.8	2.3

C1

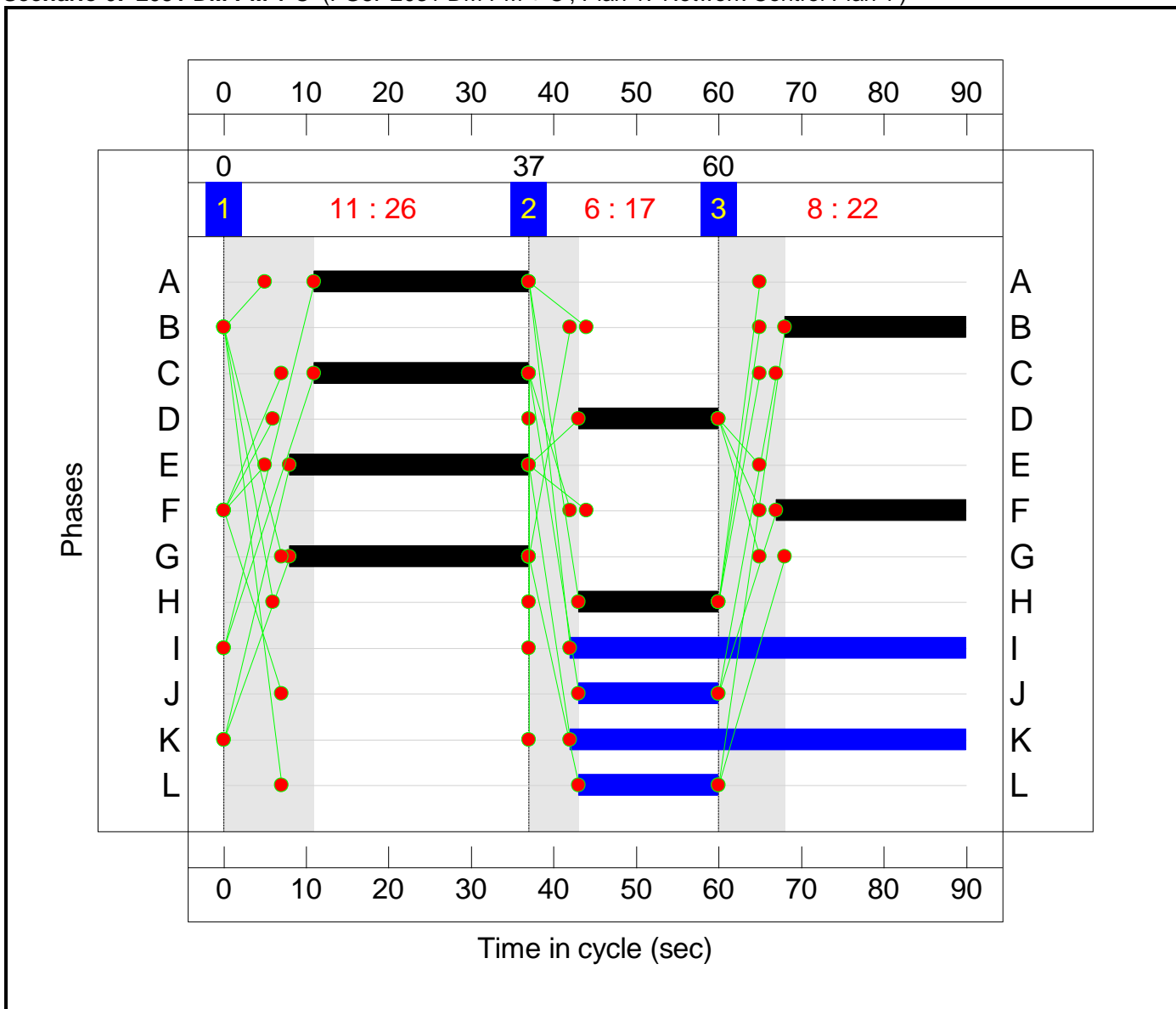
PRC for Signalled Lanes (%): -24.0
PRC Over All Lanes (%): -24.0

Total Delay for Signalled Lanes (pcuHr): 158.97
Total Delay Over All Lanes(pcuHr): 158.97

Cycle Time (s): 90

Signal Timings Diagram

Scenario 6: '2031 DM PM + C' (FG8: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	454	724
	C	98	135	0	51	284
	D	348	846	104	0	1298
	Tot.	673	1149	206	694	2722

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.7%	0	446	36	98.8	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	101.7%	0	446	36	98.8	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	416	1600	409	101.7%	-	-	-	16.4	141.7	22.7
2/1	A20 Eastbound Ahead	U	C		1	26	-	567	1950	585	95.9%	-	-	-	9.5	61.3	20.5
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:17	-	610	1950:1600	460+168	97.1 : 96.6%	0	162	0	11.5	67.8	14.4
3/1	A20 London Road east Ahead Left	U	E		1	29	-	229	1650	550	41.6%	-	-	-	1.8	28.8	4.7
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	495	1650:1700	550+466	48.7 : 48.7%	-	-	-	3.7	27.0	5.8
4/1	Winterfield Lane Left Right	U	F		1	23	-	284	1600	427	66.6%	-	-	-	3.3	41.9	7.3
5/1	A20 westbound Ahead	U	G		1	29	-	186	1950	650	28.6%	-	-	-	0.4	7.3	0.5
5/2	A20 westbound Ahead	U	G		1	29	-	319	1950	650	49.1%	-	-	-	1.0	11.4	2.2
5/3	A20 westbound Right	O	H		1	17	-	325	1600	320	101.6%	0	284	36	14.1	156.4	18.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	763	1900:1650	412+345	100.8 : 100.8%	-	-	-	22.0	103.9	29.7
6/3	A20 London Road west Ahead	U	A		1	26	-	535	1800	540	99.1%	-	-	-	15.0	101.2	23.6

C1

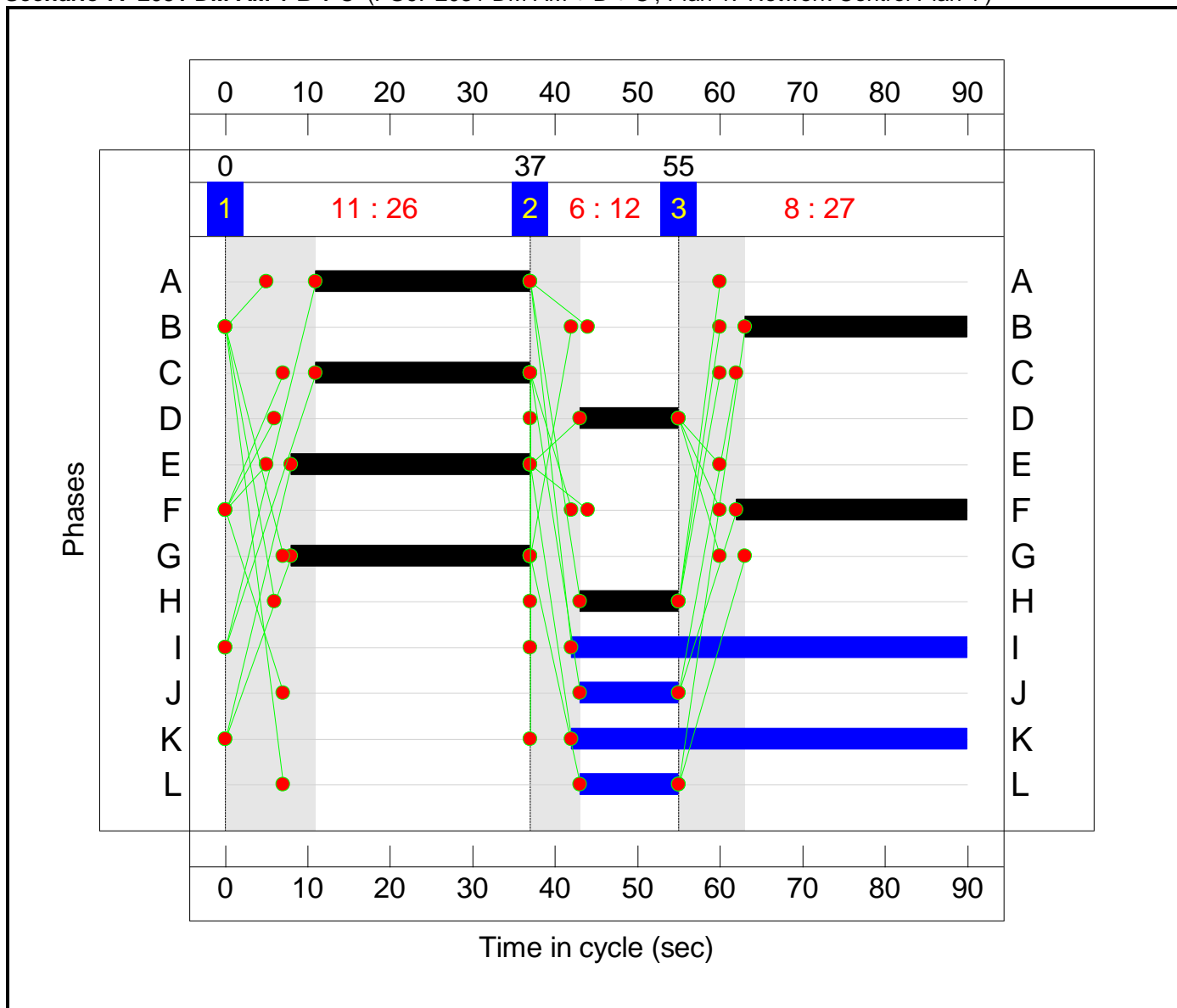
PRC for Signalled Lanes (%): -13.0
PRC Over All Lanes (%): -13.0

Total Delay for Signalled Lanes (pcuHr): 98.81
Total Delay Over All Lanes(pcuHr): 98.81

Cycle Time (s): 90

Signal Timings Diagram

Scenario 7: '2031 DM AM + B + C' (FG9: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	213	109	244	566
	B	195	0	48	775	1018
	C	63	113	0	66	242
	D	123	558	103	0	784
	Tot.	381	884	260	1085	2610

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	113.7%	0	377	53	166.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	113.7%	0	377	53	166.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	27	-	566	1600	498	113.7%	-	-	-	46.4	294.8	54.9
2/1	A20 Eastbound Ahead	U	C		1	26	-	704	1950	585	112.9%	-	-	-	47.8	260.8	60.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:12	-	279	1950:1600	68+216	91.2 : 91.9%	0	182	17	7.1	97.2	10.1
3/1	A20 London Road east Ahead Left	U	E		1	29	-	410	1650	550	74.5%	-	-	-	4.5	39.2	10.4
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	608	1650:1700	550+260	75.1 : 75.1%	-	-	-	5.8	34.2	10.7
4/1	Winterfield Lane Left Right	U	F		1	28	-	242	1600	516	46.9%	-	-	-	2.1	30.9	5.2
5/1	A20 westbound Ahead	U	G		1	29	-	362	1950	650	55.7%	-	-	-	1.0	9.8	1.2
5/2	A20 westbound Ahead	U	G		1	29	-	479	1950	650	73.7%	-	-	-	2.2	16.9	3.7
5/3	A20 westbound Right	O	H		1	12	-	258	1600	231	111.6%	0	196	36	20.8	290.5	24.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	652	1900:1650	506+118	104.5 : 104.5%	-	-	-	28.3	156.2	37.8
6/3	A20 London Road west Ahead	U	A		1	26	-	132	1800	540	24.4%	-	-	-	1.0	28.2	2.6

C1

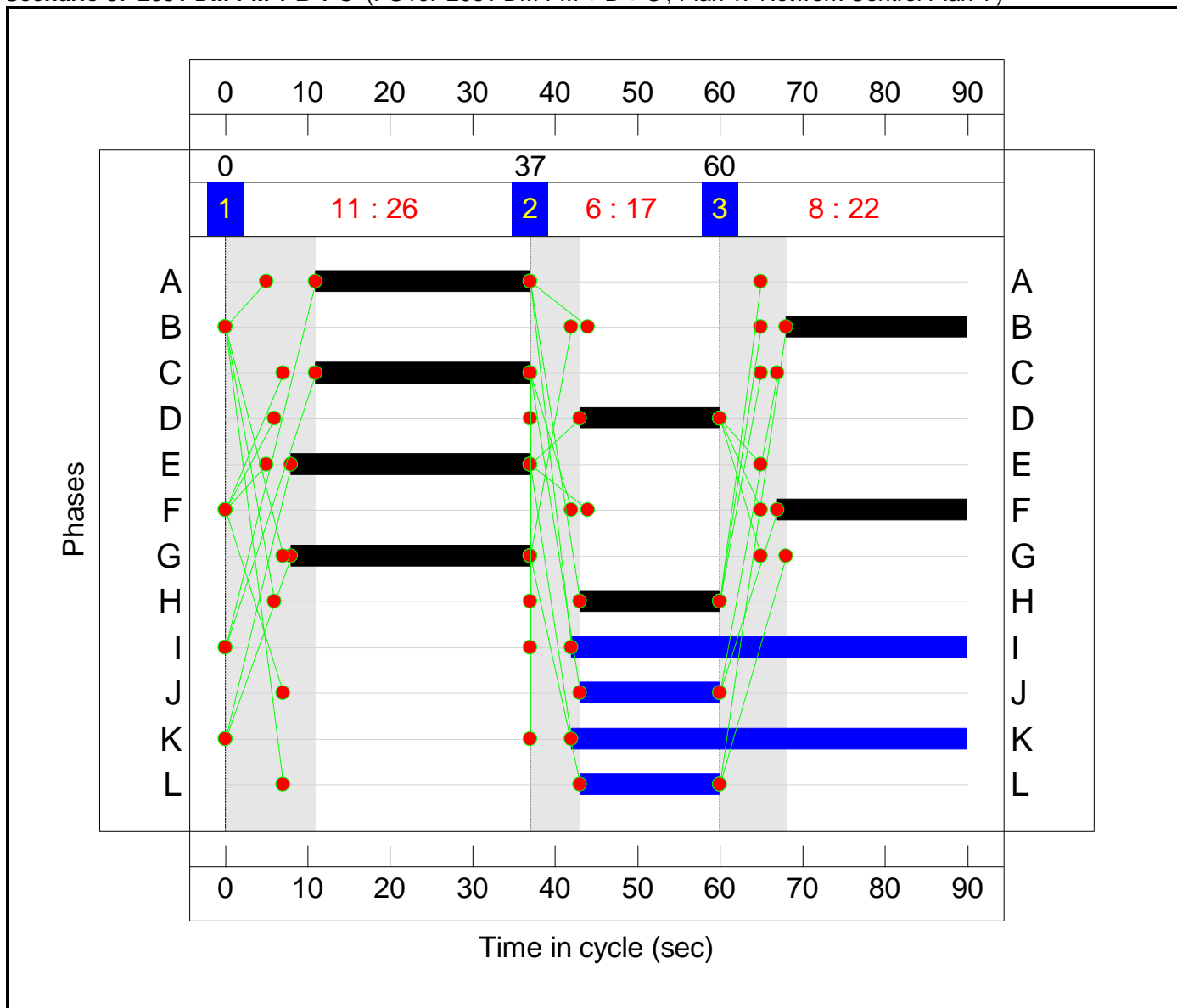
PRC for Signalled Lanes (%): -26.3
PRC Over All Lanes (%): -26.3

Total Delay for Signalled Lanes (pcuHr): 166.92
Total Delay Over All Lanes(pcuHr): 166.92

Cycle Time (s): 90

Signal Timings Diagram

Scenario 8: '2031 DM PM + B + C' (FG10: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	59	189	416
	B	227	0	43	478	748
	C	98	135	0	51	284
	D	348	891	104	0	1343
	Tot.	673	1194	206	718	2791

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	104.4%	0	443	36	120.5	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	104.4%	0	443	36	120.5	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	416	1600	409	101.7%	-	-	-	16.4	141.7	22.7
2/1	A20 Eastbound Ahead	U	C		1	26	-	590	1950	585	97.3%	-	-	-	10.9	68.9	22.2
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	26:17	-	632	1950:1600	464+161	97.3 : 98.0%	0	158	0	12.0	70.8	14.5
3/1	A20 London Road east Ahead Left	U	E		1	29	-	241	1650	550	43.8%	-	-	-	2.0	29.2	5.1
3/2+3/3	A20 London Road east Ahead	U	E		1	29	-	507	1650:1700	550+446	50.9 : 50.9%	-	-	-	3.8	27.3	6.1
4/1	Winterfield Lane Left Right	U	F		1	23	-	284	1600	427	66.6%	-	-	-	3.3	41.9	7.3
5/1	A20 westbound Ahead	U	G		1	29	-	198	1950	650	30.5%	-	-	-	0.4	7.4	0.5
5/2	A20 westbound Ahead	U	G		1	29	-	331	1950	650	50.9%	-	-	-	1.1	11.5	2.2
5/3	A20 westbound Right	O	H		1	17	-	325	1600	320	101.6%	0	284	36	14.1	156.4	18.6
6/2+6/1	A20 London Road west Ahead Left	U	A		1	26	-	782	1900:1650	416+333	104.4 : 104.4%	-	-	-	32.6	149.9	41.2
6/3	A20 London Road west Ahead	U	A		1	26	-	561	1800	540	103.9%	-	-	-	24.0	154.1	32.8

C1

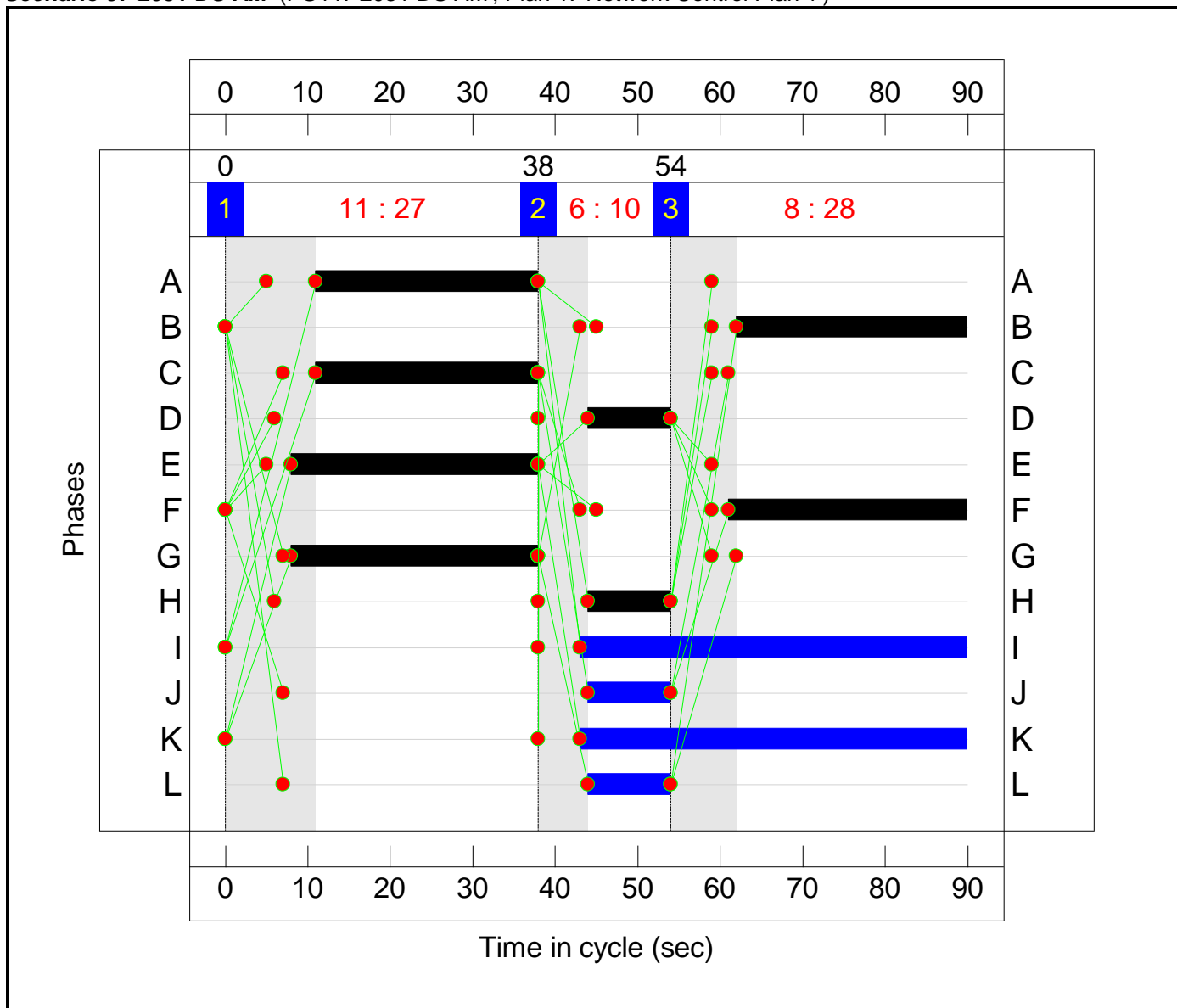
PRC for Signalled Lanes (%): -16.0
PRC Over All Lanes (%): -16.0

Total Delay for Signalled Lanes (pcuHr): 120.51
Total Delay Over All Lanes(pcuHr): 120.51

Cycle Time (s): 90

Signal Timings Diagram

Scenario 9: '2031 DS AM' (FG11: '2031 DS AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	724	928
	C	64	94	0	74	232
	D	115	592	120	0	827
	Tot.	320	912	293	1068	2593

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	119.5%	0	320	70	218.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	119.5%	0	320	70	218.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	606	1600	516	117.5%	-	-	-	58.3	346.4	67.5
2/1	A20 Eastbound Ahead	U	C		1	27	-	814	1950	607	119.5%	-	-	-	70.6	350.6	83.3
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:10	-	234	1950:1600	3+195	117.9 : 109.5%	0	160	35	16.8	277.8	20.7
3/1	A20 London Road east Ahead Left	U	E		1	30	-	397	1650	568	69.9%	-	-	-	4.0	35.8	9.6
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	531	1650:1700	568+205	68.6 : 68.6%	-	-	-	4.7	31.6	9.4
4/1	Winterfield Lane Left Right	U	F		1	29	-	232	1600	533	43.5%	-	-	-	1.9	29.4	4.9
5/1	A20 westbound Ahead	U	G		1	30	-	334	1950	672	49.7%	-	-	-	0.8	8.7	1.0
5/2	A20 westbound Ahead	U	G		1	30	-	464	1950	672	69.1%	-	-	-	2.0	15.6	3.5
5/3	A20 westbound Right	O	H		1	10	-	205	1600	196	104.8%	0	160	36	12.5	219.9	15.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	703	1900:1650	533+104	110.3 : 110.3%	-	-	-	46.4	237.4	56.6
6/3	A20 London Road west Ahead	U	A		1	27	-	124	1800	560	22.1%	-	-	-	0.9	27.1	2.4

C1

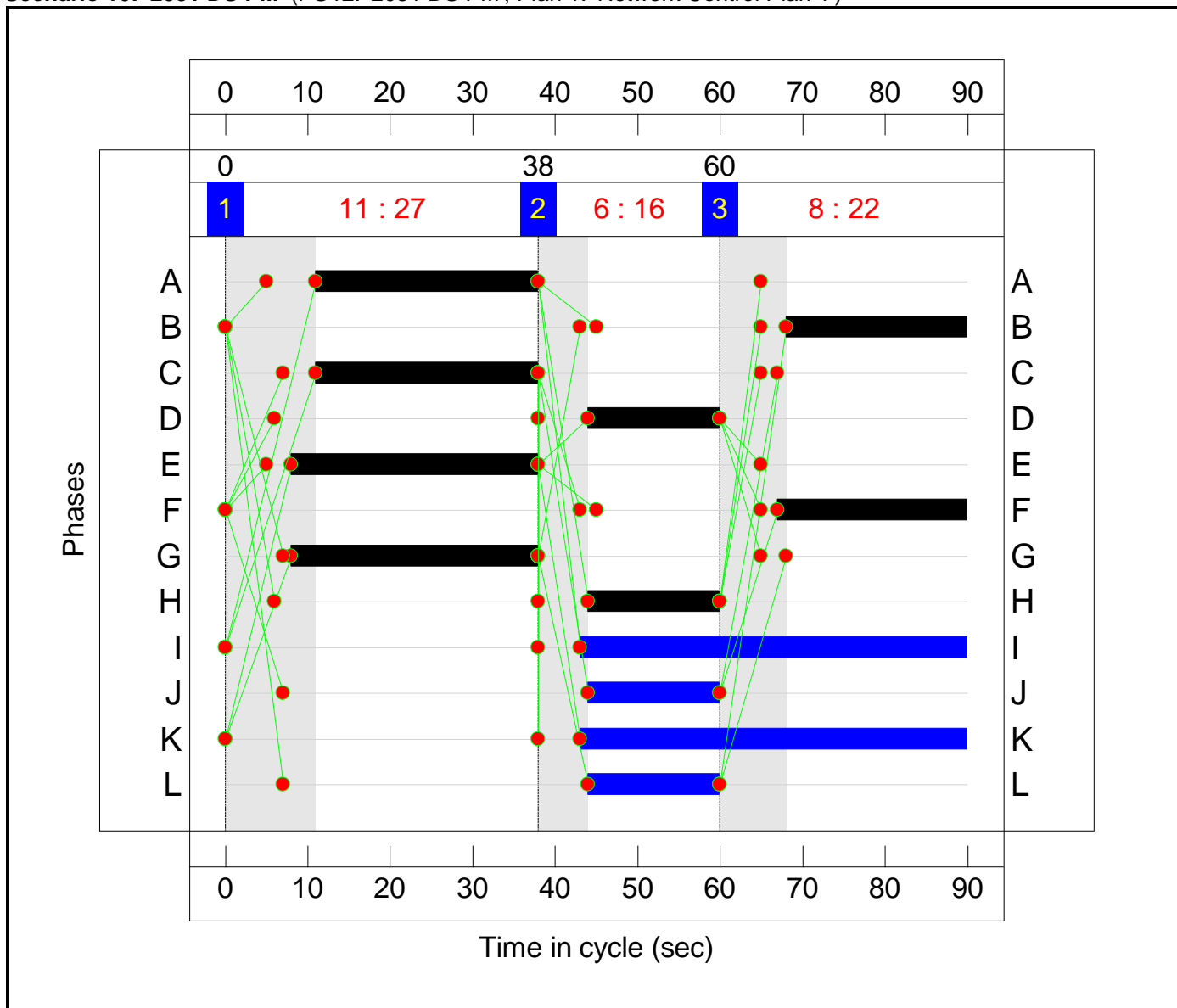
PRC for Signalled Lanes (%): -32.8
PRC Over All Lanes (%): -32.8

Total Delay for Signalled Lanes (pcuHr): 218.88
Total Delay Over All Lanes(pcuHr): 218.88

Cycle Time (s): 90

Signal Timings Diagram

Scenario 10: '2031 DS PM' (FG12: '2031 DS PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	465	700
	C	112	124	0	52	288
	D	322	938	108	0	1368
	Tot.	631	1217	204	728	2780

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	105.2%	0	426	36	125.0	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	105.2%	0	426	36	125.0	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	27	-	610	1950	607	95.9%	-	-	-	9.6	59.6	21.0
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:16	-	649	1950:1600	481+165	96.4 : 96.5%	0	159	0	10.9	63.3	13.5
3/1	A20 London Road east Ahead Left	U	E		1	30	-	233	1650	568	41.0%	-	-	-	1.8	27.9	4.7
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	467	1650:1700	568+415	47.5 : 47.5%	-	-	-	3.4	26.1	5.7
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	30	-	195	1950	672	29.0%	-	-	-	0.4	7.2	0.5
5/2	A20 westbound Ahead	U	G		1	30	-	322	1950	672	47.9%	-	-	-	1.0	11.0	2.2
5/3	A20 westbound Right	O	H		1	16	-	309	1600	302	102.2%	0	267	36	14.5	169.0	18.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	784	1900:1650	439+306	105.2 : 105.2%	-	-	-	34.9	160.3	44.2
6/3	A20 London Road west Ahead	U	A		1	27	-	584	1800	560	104.3%	-	-	-	25.5	157.5	34.7

C1

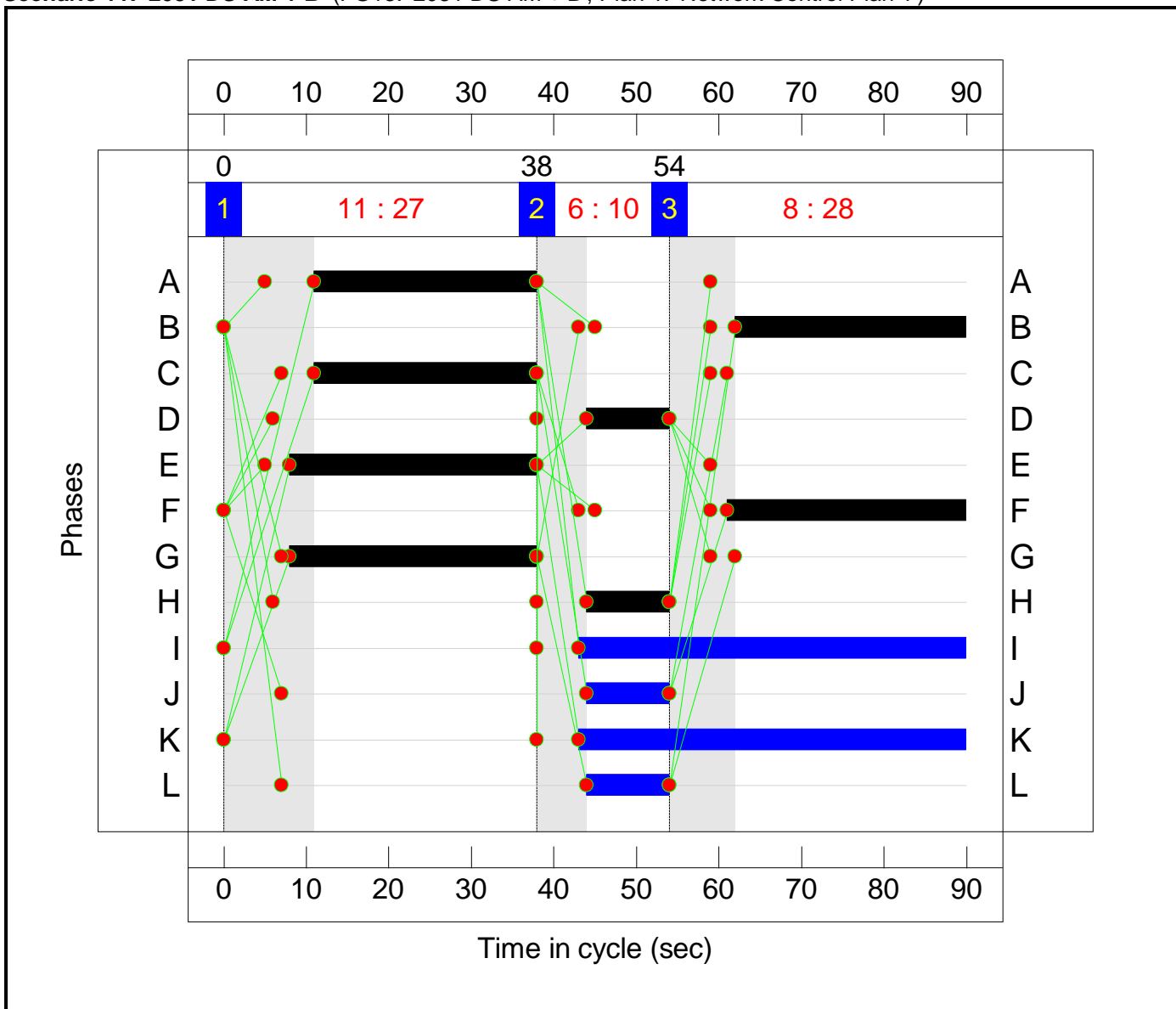
PRC for Signalled Lanes (%): -16.9
PRC Over All Lanes (%): -16.9

Total Delay for Signalled Lanes (pcuHr): 124.97
Total Delay Over All Lanes(pcuHr): 124.97

Cycle Time (s): 90

Signal Timings Diagram

Scenario 11: '2031 DS AM + B' (FG13: '2031 DS AM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	789	993
	C	64	94	0	74	232
	D	115	612	120	0	847
	Tot.	320	932	293	1133	2678

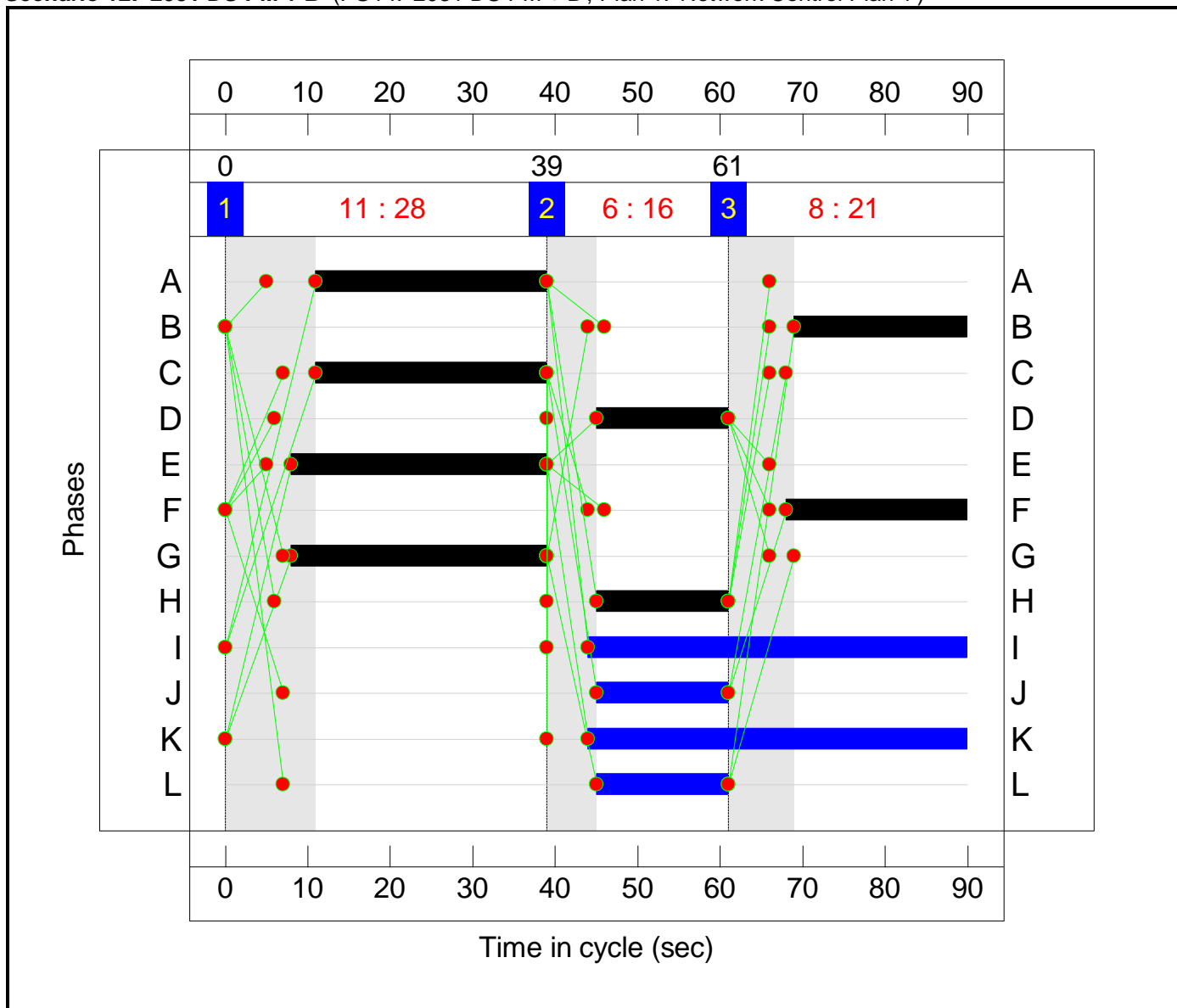
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	119.9%	0	320	71	234.2	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	119.9%	0	320	71	234.2	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	606	1600	516	117.5%	-	-	-	58.3	346.4	67.5
2/1	A20 Eastbound Ahead	U	C		1	27	-	838	1950	607	119.9%	-	-	-	71.8	355.2	84.4
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:10	-	230	1950:1600	0+196	0.0 : 109.2%	0	160	36	16.2	272.5	20.1
3/1	A20 London Road east Ahead Left	U	E		1	30	-	431	1650	568	75.8%	-	-	-	4.7	39.0	11.0
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	562	1650:1700	568+190	74.1 : 74.1%	-	-	-	5.3	33.8	10.6
4/1	Winterfield Lane Left Right	U	F		1	29	-	232	1600	533	43.5%	-	-	-	1.9	29.4	4.9
5/1	A20 westbound Ahead	U	G		1	30	-	368	1950	672	54.8%	-	-	-	1.0	9.4	1.2
5/2	A20 westbound Ahead	U	G		1	30	-	495	1950	672	73.7%	-	-	-	2.3	16.9	3.9
5/3	A20 westbound Right	O	H		1	10	-	205	1600	196	104.8%	0	160	36	12.5	219.9	15.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	727	1900:1650	535+101	114.4 : 114.4%	-	-	-	59.5	294.4	69.7
6/3	A20 London Road west Ahead	U	A		1	27	-	120	1800	560	21.4%	-	-	-	0.9	27.0	2.3

C1	PRC for Signalled Lanes (%):	-33.2	Total Delay for Signalled Lanes (pcuHr):	234.22	Cycle Time (s):	90
	PRC Over All Lanes (%):	-33.2	Total Delay Over All Lanes(pcuHr):	234.22		

Signal Timings Diagram

Scenario 12: '2031 DS PM + B' (FG14: '2031 DS PM + B', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	489	724
	C	112	124	0	52	288
	D	322	983	108	0	1413
	Tot.	631	1262	204	752	2849

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.4%	0	423	36	136.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	108.4%	0	423	36	136.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	21	-	424	1600	391	108.4%	-	-	-	27.1	230.3	33.3
2/1	A20 Eastbound Ahead	U	C		1	28	-	631	1950	628	94.3%	-	-	-	8.3	50.7	19.7
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:16	-	673	1950:1600	501+164	96.4 : 95.4%	0	156	0	10.7	60.4	13.3
3/1	A20 London Road east Ahead Left	U	E		1	31	-	246	1650	587	41.9%	-	-	-	1.9	27.2	5.0
3/2+3/3	A20 London Road east Ahead	U	E		1	31	-	478	1650:1700	587+411	47.9 : 47.9%	-	-	-	3.4	25.4	5.8
4/1	Winterfield Lane Left Right	U	F		1	22	-	288	1600	409	70.4%	-	-	-	3.6	45.0	7.6
5/1	A20 westbound Ahead	U	G		1	31	-	208	1950	693	30.0%	-	-	-	0.4	7.0	0.5
5/2	A20 westbound Ahead	U	G		1	31	-	333	1950	693	48.0%	-	-	-	1.0	10.6	2.2
5/3	A20 westbound Right	O	H		1	16	-	309	1600	302	102.2%	0	267	36	14.5	169.5	18.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	804	1900:1650	455+304	106.0 : 106.0%	-	-	-	38.0	170.0	47.9
6/3	A20 London Road west Ahead	U	A		1	28	-	609	1800	580	105.0%	-	-	-	28.0	165.2	37.5

C1

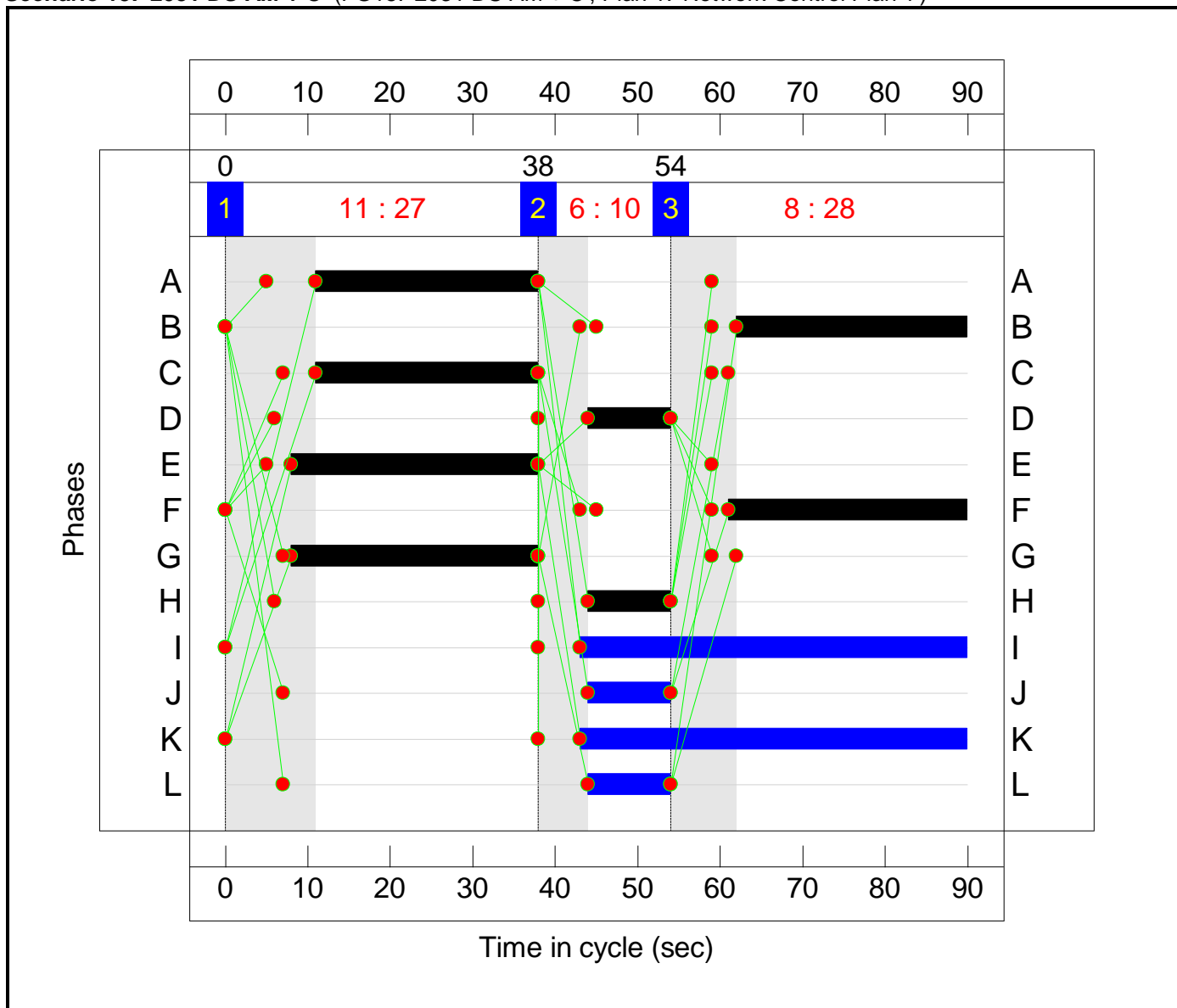
PRC for Signalled Lanes (%): -20.5
PRC Over All Lanes (%): -20.5

Total Delay for Signalled Lanes (pcuHr): 136.87
Total Delay Over All Lanes(pcuHr): 136.87

Cycle Time (s): 90

Signal Timings Diagram

Scenario 13: '2031 DS AM + C' (FG15: '2031 DS AM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	749	953
	C	64	94	0	74	232
	D	115	600	120	0	835
	Tot.	320	920	293	1093	2626

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	119.7%	0	320	71	225.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	119.7%	0	320	71	225.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	606	1600	516	117.5%	-	-	-	58.3	346.4	67.5
2/1	A20 Eastbound Ahead	U	C		1	27	-	826	1950	607	119.7%	-	-	-	71.2	352.9	83.8
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:10	-	230	1950:1600	0+196	0.0 : 109.2%	0	160	36	16.2	272.5	20.1
3/1	A20 London Road east Ahead Left	U	E		1	30	-	410	1650	568	72.1%	-	-	-	4.2	36.9	10.2
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	543	1650:1700	568+199	70.7 : 70.7%	-	-	-	4.9	32.3	9.9
4/1	Winterfield Lane Left Right	U	F		1	29	-	232	1600	533	43.5%	-	-	-	1.9	29.4	4.9
5/1	A20 westbound Ahead	U	G		1	30	-	347	1950	672	51.7%	-	-	-	0.9	9.0	1.1
5/2	A20 westbound Ahead	U	G		1	30	-	476	1950	672	70.9%	-	-	-	2.1	16.0	3.7
5/3	A20 westbound Right	O	H		1	10	-	205	1600	196	104.8%	0	160	36	12.5	219.9	15.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	715	1900:1650	534+102	112.4 : 112.4%	-	-	-	52.9	266.1	63.1
6/3	A20 London Road west Ahead	U	A		1	27	-	120	1800	560	21.4%	-	-	-	0.9	27.0	2.3

C1

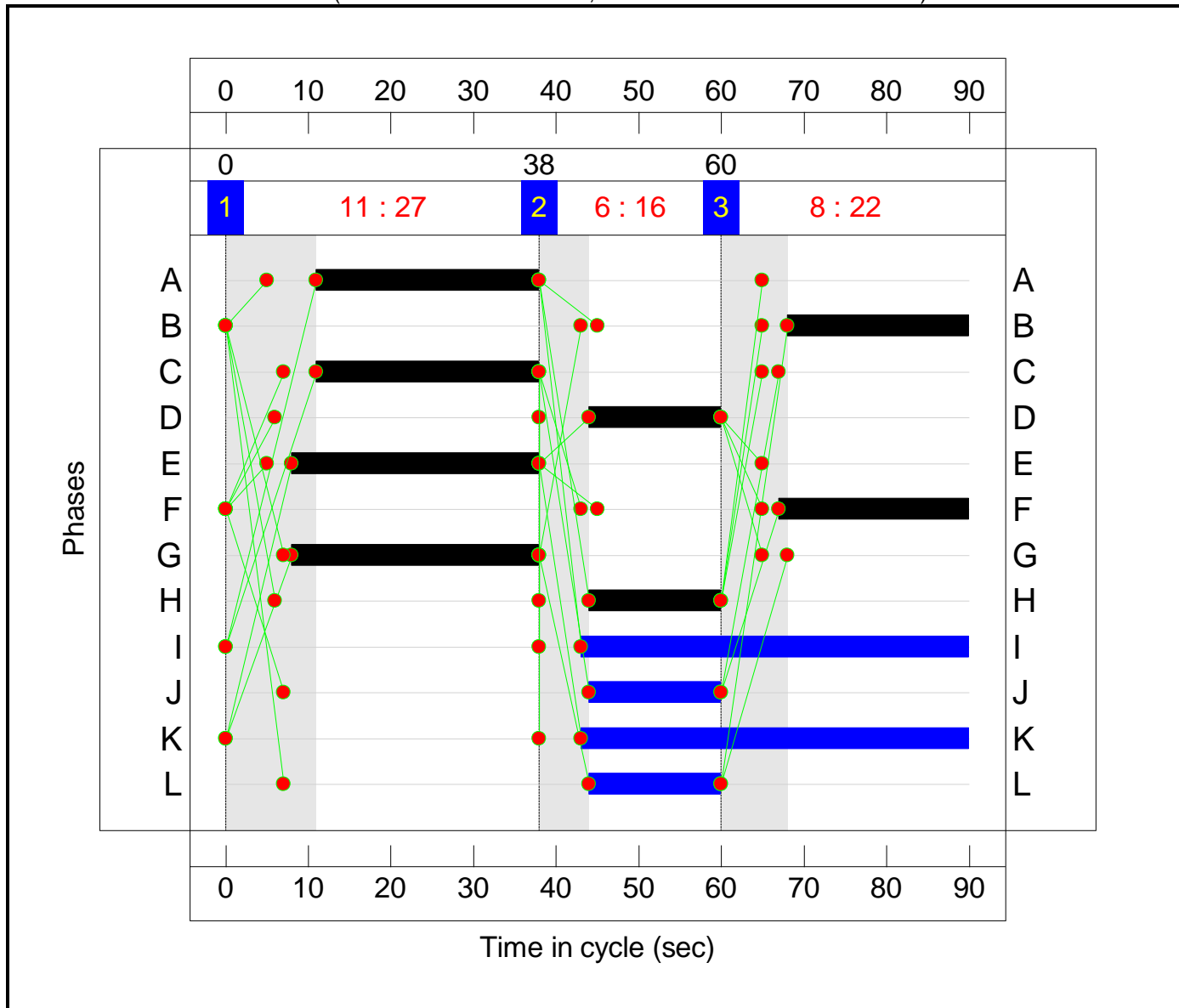
PRC for Signalled Lanes (%): -33.0
PRC Over All Lanes (%): -33.0

Total Delay for Signalled Lanes (pcuHr): 225.92
Total Delay Over All Lanes(pcuHr): 225.92

Cycle Time (s): 90

Signal Timings Diagram

Scenario 14: '2031 DS PM + C' (FG16: '2031 DS PM + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	475	710
	C	112	124	0	52	288
	D	322	955	108	0	1385
	Tot.	631	1234	204	738	2807

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	106.7%	0	425	36	134.2	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	106.7%	0	425	36	134.2	-	-
1/1	Lunsford Lane Left Right	U	B		1	22	-	424	1600	409	103.7%	-	-	-	19.5	165.4	25.7
2/1	A20 Eastbound Ahead	U	C		1	27	-	618	1950	607	96.2%	-	-	-	9.9	60.9	21.3
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:16	-	658	1950:1600	482+163	96.3 : 97.0%	0	158	0	11.0	63.9	13.6
3/1	A20 London Road east Ahead Left	U	E		1	30	-	239	1650	568	42.1%	-	-	-	1.9	28.1	4.9
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	471	1650:1700	568+409	48.2 : 48.2%	-	-	-	3.4	26.2	5.8
4/1	Winterfield Lane Left Right	U	F		1	23	-	288	1600	427	67.5%	-	-	-	3.4	42.3	7.4
5/1	A20 westbound Ahead	U	G		1	30	-	201	1950	672	29.9%	-	-	-	0.4	7.2	0.5
5/2	A20 westbound Ahead	U	G		1	30	-	326	1950	672	48.5%	-	-	-	1.0	11.1	2.2
5/3	A20 westbound Right	O	H		1	16	-	309	1600	302	102.2%	0	267	36	14.5	169.0	18.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	792	1900:1650	441+302	106.7 : 106.7%	-	-	-	39.8	180.9	49.1
6/3	A20 London Road west Ahead	U	A		1	27	-	593	1800	560	105.9%	-	-	-	29.5	178.9	38.6

C1

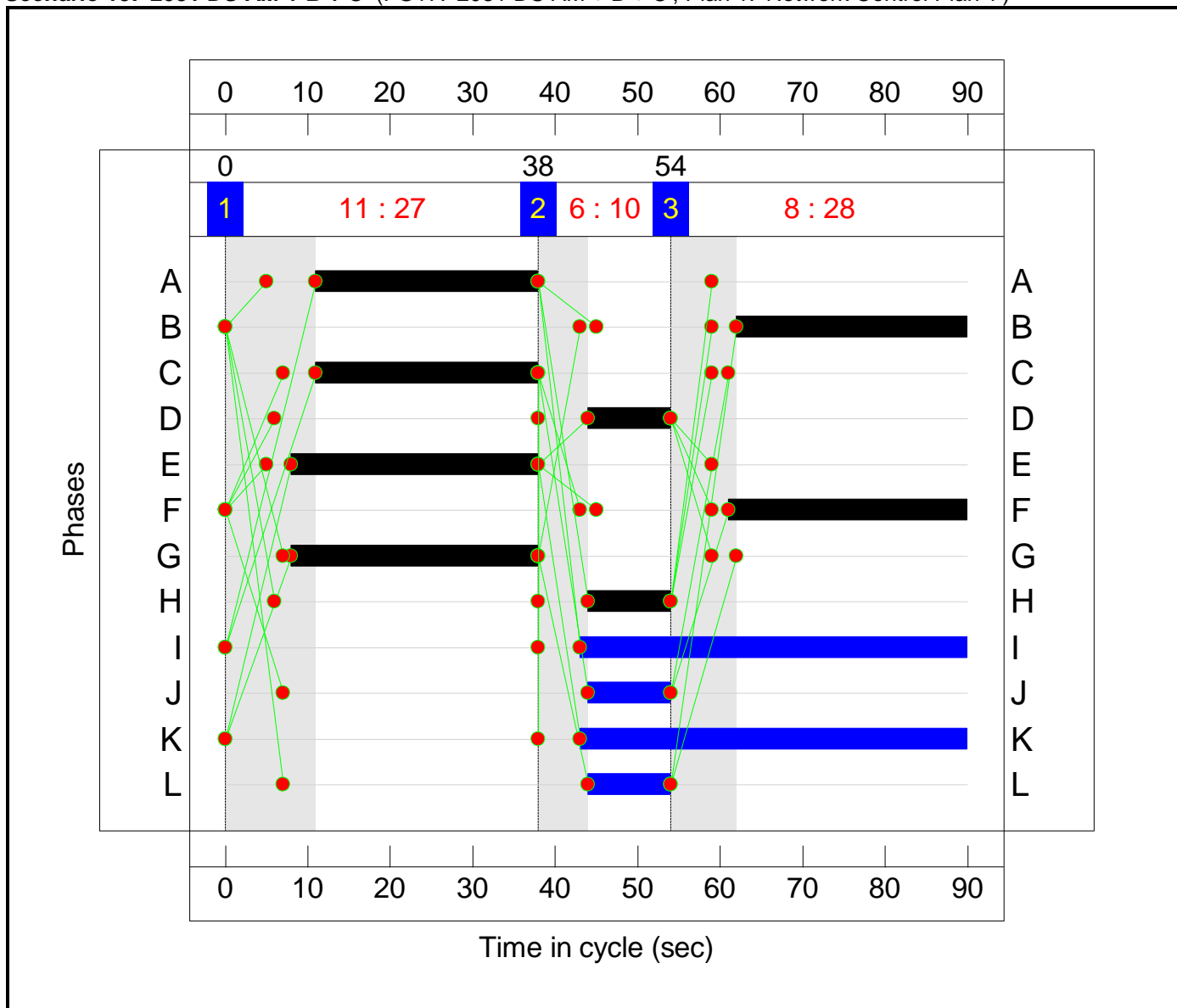
PRC for Signalled Lanes (%): -18.5
PRC Over All Lanes (%): -18.5

Total Delay for Signalled Lanes (pcuHr): 134.25
Total Delay Over All Lanes(pcuHr): 134.25

Cycle Time (s): 90

Signal Timings Diagram

Scenario 15: '2031 DS AM + B + C' (FG17: '2031 DS AM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	110	270	606
	B	141	0	63	814	1018
	C	64	94	0	74	232
	D	115	620	120	0	855
	Tot.	320	940	293	1158	2711

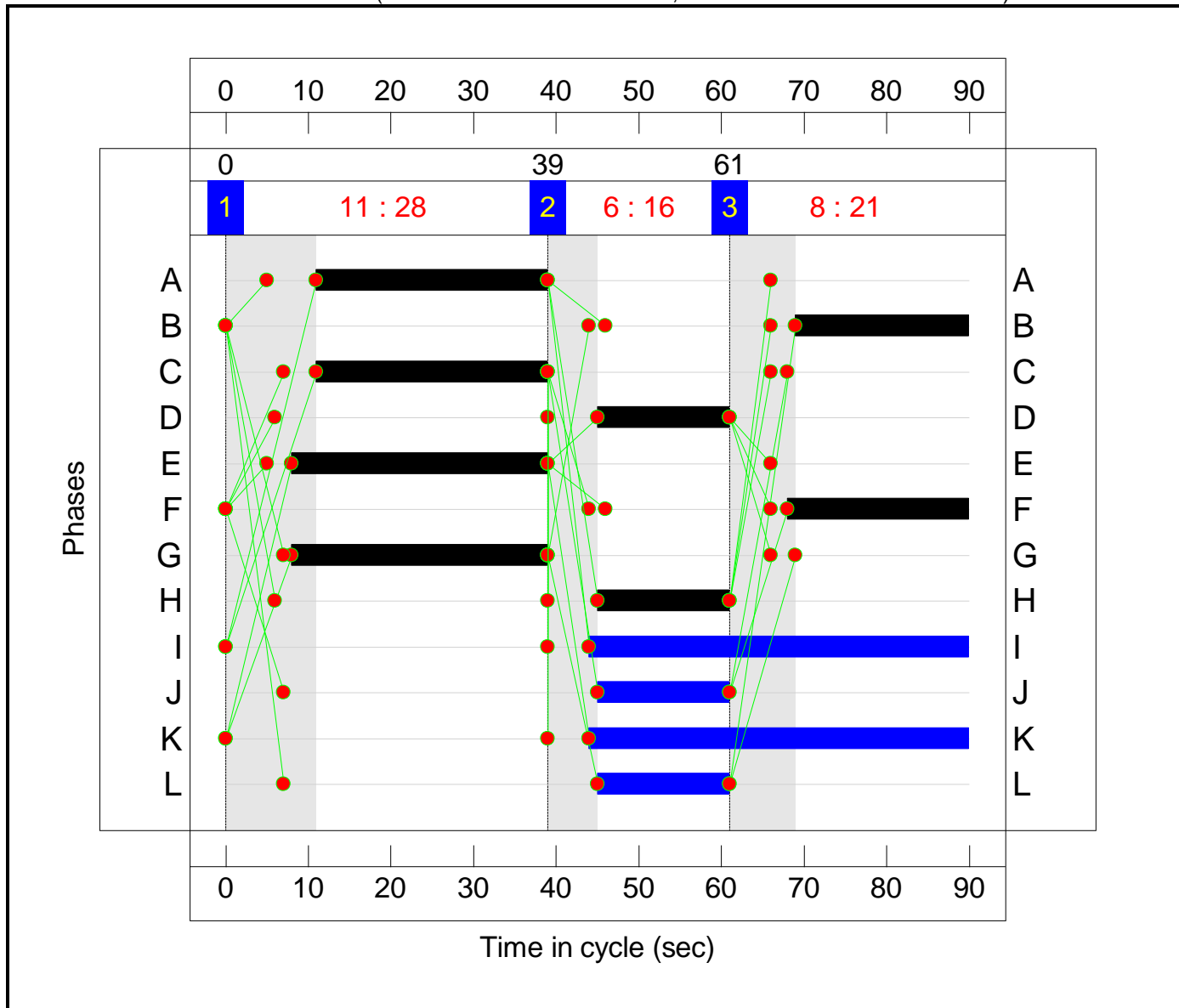
Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	120.0%	0	320	71	239.9	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	120.0%	0	320	71	239.9	-	-
1/1	Lunsford Lane Left Right	U	B		1	28	-	606	1600	516	117.5%	-	-	-	58.3	346.4	67.5
2/1	A20 Eastbound Ahead	U	C		1	27	-	846	1950	607	120.0%	-	-	-	72.1	356.6	84.8
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	27:10	-	230	1950:1600	0+196	0.0 : 109.2%	0	160	36	16.2	272.5	20.1
3/1	A20 London Road east Ahead Left	U	E		1	30	-	444	1650	568	78.1%	-	-	-	5.0	40.5	11.6
3/2+3/3	A20 London Road east Ahead	U	E		1	30	-	574	1650:1700	568+185	76.2 : 76.2%	-	-	-	5.6	34.8	11.1
4/1	Winterfield Lane Left Right	U	F		1	29	-	232	1600	533	43.5%	-	-	-	1.9	29.4	4.9
5/1	A20 westbound Ahead	U	G		1	30	-	381	1950	672	56.7%	-	-	-	1.0	9.7	1.2
5/2	A20 westbound Ahead	U	G		1	30	-	507	1950	672	75.5%	-	-	-	2.5	17.5	4.2
5/3	A20 westbound Right	O	H		1	10	-	205	1600	196	104.8%	0	160	36	12.5	219.9	15.3
6/2+6/1	A20 London Road west Ahead Left	U	A		1	27	-	735	1900:1650	536+99	115.7 : 115.7%	-	-	-	63.9	312.9	74.2
6/3	A20 London Road west Ahead	U	A		1	27	-	120	1800	560	21.4%	-	-	-	0.9	27.0	2.3

C1	PRC for Signalled Lanes (%):	-33.3	Total Delay for Signalled Lanes (pcuHr):	239.85	Cycle Time (s):	90
	PRC Over All Lanes (%):	-33.3	Total Delay Over All Lanes(pcuHr):	239.85		

Signal Timings Diagram

Scenario 16: '2031 DS PM + B + C' (FG18: '2031 DS PM + B + C', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	58	211	424
	B	197	0	38	499	734
	C	112	124	0	52	288
	D	322	1000	108	0	1430
	Tot.	631	1279	204	762	2876

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.4%	0	422	36	146.1	-	-
A20 London Road/Lunsford Lane/Winterfield Lane	-	-	-		-	-	-	-	-	-	108.4%	0	422	36	146.1	-	-
1/1	Lunsford Lane Left Right	U	B		1	21	-	424	1600	391	108.4%	-	-	-	27.1	230.3	33.3
2/1	A20 Eastbound Ahead	U	C		1	28	-	641	1950	628	94.8%	-	-	-	8.8	52.9	20.2
2/2+2/3	A20 Eastbound Ahead Right	U+O	C D		1	28:16	-	680	1950:1600	502+162	96.1 : 95.5%	0	155	0	10.5	59.3	12.6
3/1	A20 London Road east Ahead Left	U	E		1	31	-	251	1650	587	42.8%	-	-	-	1.9	27.4	5.1
3/2+3/3	A20 London Road east Ahead	U	E		1	31	-	483	1650:1700	587+404	48.8 : 48.8%	-	-	-	3.4	25.6	6.0
4/1	Winterfield Lane Left Right	U	F		1	22	-	288	1600	409	70.4%	-	-	-	3.6	45.0	7.6
5/1	A20 westbound Ahead	U	G		1	31	-	213	1950	693	30.7%	-	-	-	0.4	7.1	0.5
5/2	A20 westbound Ahead	U	G		1	31	-	338	1950	693	48.8%	-	-	-	1.0	10.7	2.2
5/3	A20 westbound Right	O	H		1	16	-	309	1600	302	102.2%	0	267	36	14.5	169.5	18.5
6/2+6/1	A20 London Road west Ahead Left	U	A		1	28	-	812	1900:1650	456+300	107.4 : 107.4%	-	-	-	42.9	190.1	52.8
6/3	A20 London Road west Ahead	U	A		1	28	-	618	1800	580	106.6%	-	-	-	32.0	186.4	41.5

C1

PRC for Signalled Lanes (%): -20.5
PRC Over All Lanes (%): -20.5

Total Delay for Signalled Lanes (pcuHr): 146.15
Total Delay Over All Lanes(pcuHr): 146.15

Cycle Time (s): 90

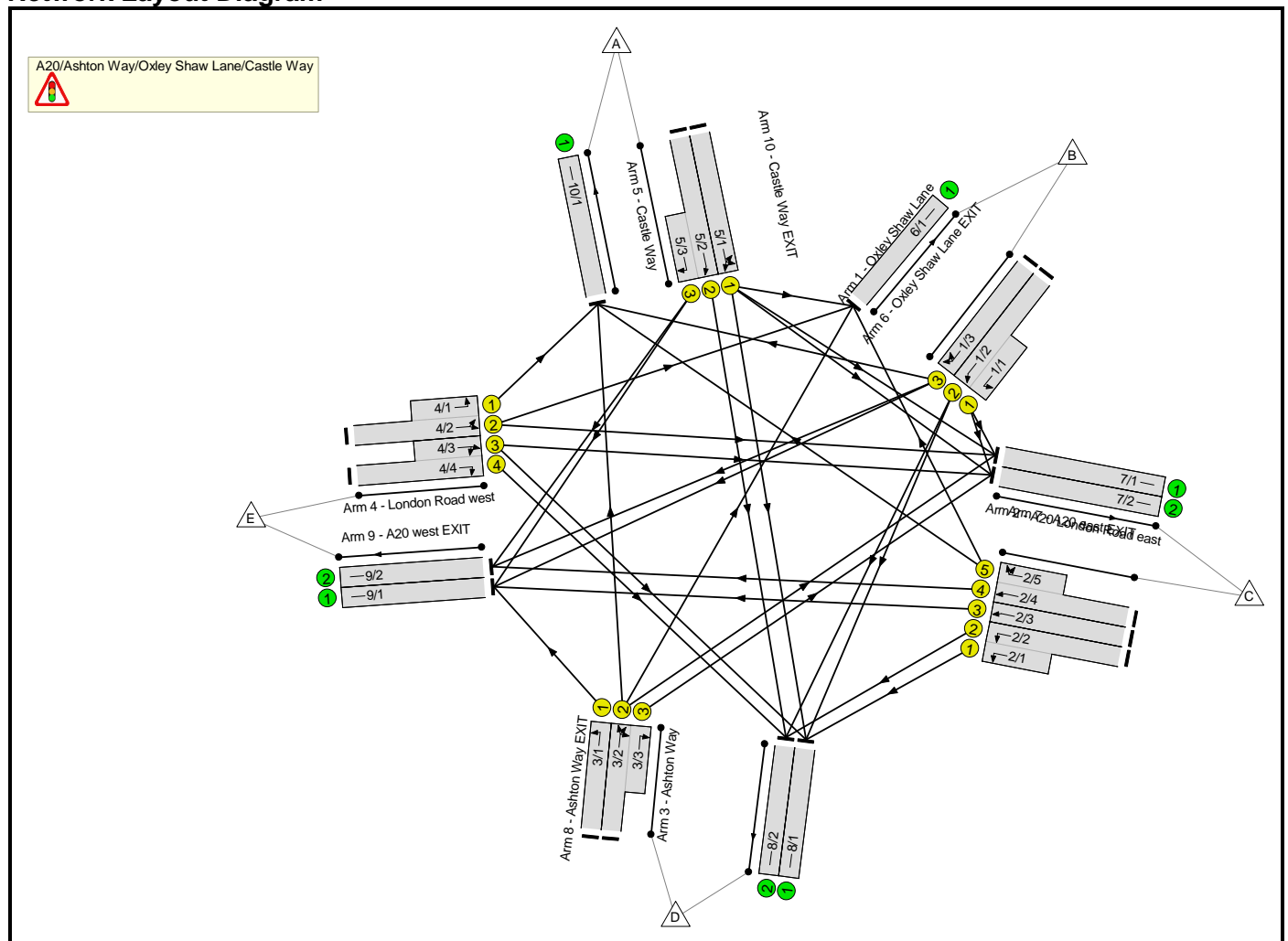
A20 / Ashton Way / Oxley Shaw Lane / Castle Way (LinSig)

Full Input Data And Results
Full Input Data And Results

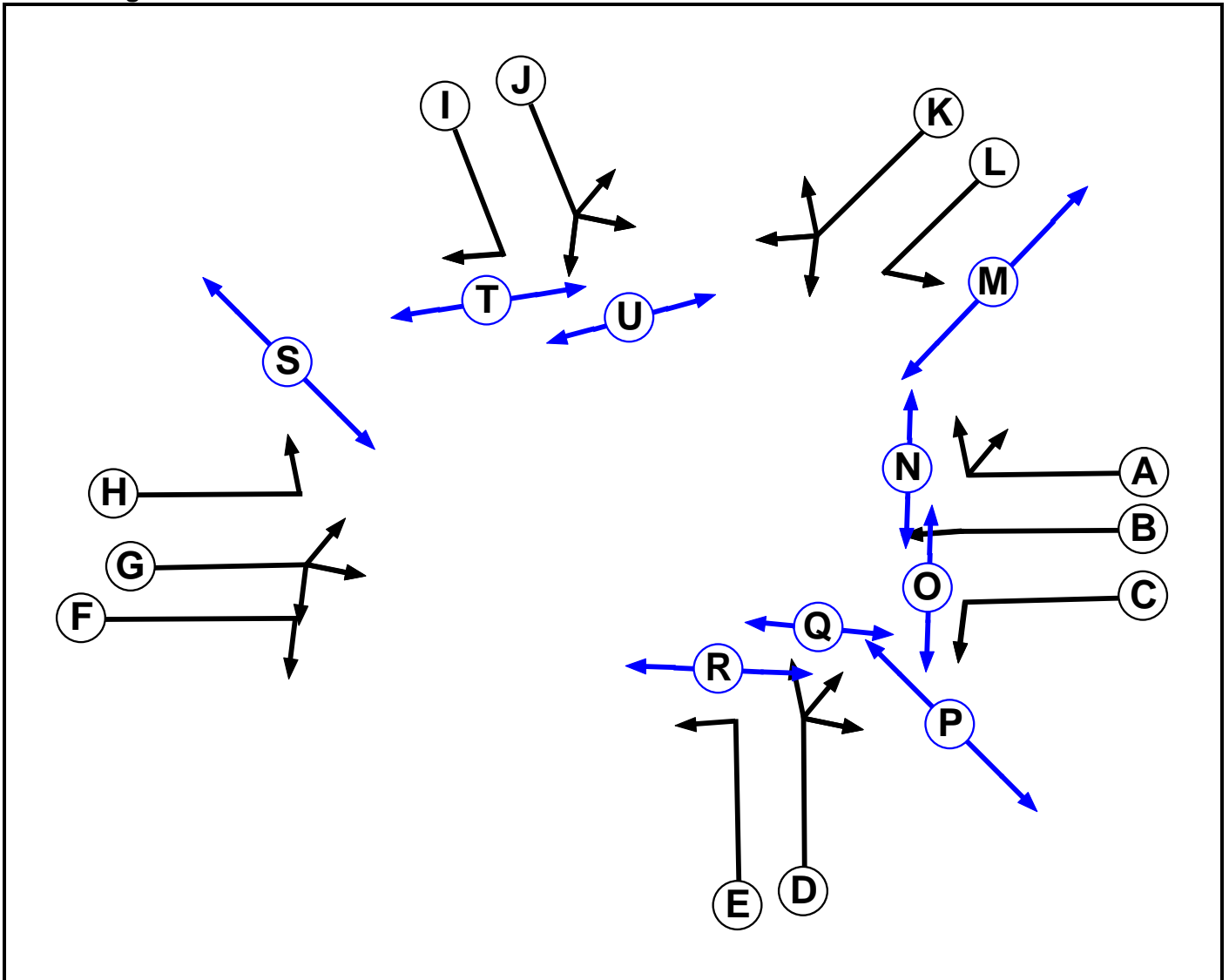
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A20_Ashton Way_Oxley Shaw Lane_Castle Way.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Traffic		7	7
K	Traffic		7	7
L	Traffic		7	7
M	Pedestrian		6	6
N	Pedestrian		6	6
O	Pedestrian		6	6
P	Pedestrian		6	6
Q	Pedestrian		6	6
R	Pedestrian		6	6
S	Pedestrian		6	6
T	Pedestrian		6	6
U	Pedestrian		6	6

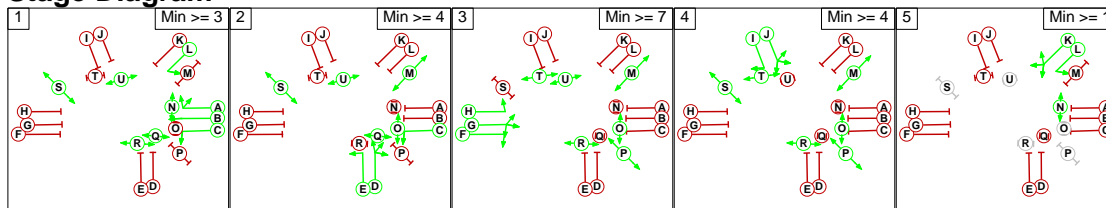
Phase Intergreens Matrix

		Starting Phase																				
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
Terminating Phase	A	-	-	-	5	5	6	8	13	5	7	5	-	-	-	5	-	-	-	-	13	-
	B	-	-	-	6	7	5	-	-	5	5	5	-	-	-	5	-	-	-	-	-	-
	C	-	-	-	-	-	5	-	-	-	5	5	-	-	-	-	5	-	-	-	-	-
	D	5	5	-	-	-	5	6	-	5	8	7	14	-	12	-	-	-	5	-	5	-
	E	5	5	-	-	-	6	7	10	5	-	5	-	-	-	-	-	-	5	-	10	-
	F	6	8	12	5	5	-	-	5	5	5	5	-	-	-	-	-	12	-	-	-	-
	G	5	-	-	5	5	-	-	-	5	6	6	11	-	9	-	-	-	-	-	-	-
	H	5	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	-	-	5	-	-
	I	5	5	-	5	7	7	5	-	-	-	5	-	-	-	-	-	-	-	-	-	5
	J	7	8	11	6	-	5	5	-	-	-	7	14	-	10	-	-	10	-	-	-	5
	K	6	7	10	5	7	6	5	11	5	5	-	-	-	-	-	-	11	-	-	11	-
	L	-	-	-	5	-	-	5	-	-	5	-	-	5	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-
	N	-	-	-	10	-	-	10	-	-	10	-	-	-	-	-	-	-	-	-	-	-
	O	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	P	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q	-	-	-	-	-	10	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-
	R	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
	T	8	-	-	8	8	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-
U	-	-	-	-	-	-	-	-	7	7	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	ABCLNQRSU
2	CDEMOQSU
3	FGHMOPRTU
4	IJMOPRST
5	KLN

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	■	10	13	13	10
	2	14	■	10	10	14
	3	13	13	■	7	11
	4	14	13	8	■	14
	5	11	11	11	11	■

Full Input Data And Results

Give-Way Lane Input Data

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Oxley Shaw Lane)	U	L	2	3	5.0	User	1750	-	-	-	-	-
1/2 (Oxley Shaw Lane)	U	K	2	3	60.0	User	1950	-	-	-	-	-
1/3 (Oxley Shaw Lane)	U	K	2	3	60.0	User	1600	-	-	-	-	-
2/1 (A20 London Road east)	U	C	2	3	5.0	User	1650	-	-	-	-	-
2/2 (A20 London Road east)	U	C	2	3	60.0	User	1650	-	-	-	-	-
2/3 (A20 London Road east)	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/4 (A20 London Road east)	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/5 (A20 London Road east)	U	A	2	3	5.0	User	1600	-	-	-	-	-
3/1 (Ashton Way)	U	E	2	3	60.0	User	1750	-	-	-	-	-
3/2 (Ashton Way)	U	D	2	3	60.0	User	1600	-	-	-	-	-
3/3 (Ashton Way)	U	D	2	3	5.0	User	1600	-	-	-	-	-
4/1 (London Road west)	U	H	2	3	5.0	User	1600	-	-	-	-	-
4/2 (London Road west)	U	G	2	3	60.0	User	1750	-	-	-	-	-
4/3 (London Road west)	U	G	2	3	5.0	User	1600	-	-	-	-	-
4/4 (London Road west)	U	F	2	3	60.0	User	1600	-	-	-	-	-
5/1 (Castle Way)	U	J	2	3	60.0	User	1750	-	-	-	-	-
5/2 (Castle Way)	U	J	2	3	60.0	User	1950	-	-	-	-	-
5/3 (Castle Way)	U	I	2	3	5.0	User	1600	-	-	-	-	-
6/1 (Oxley Shaw Lane EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

7/1 (A20 east EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A20 east EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Ashton Way EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Ashton Way EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A20 west EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A20 west EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Castle Way EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DM AM'	08:00	09:00	01:00	
2: '2031 DM PM'	17:00	18:00	01:00	
3: '2031 DM AM + B'	08:00	09:00	01:00	
4: '2031 DM PM + B'	17:00	18:00	01:00	
5: '2031 DM AM + C'	08:00	09:00	01:00	
6: '2031 DM PM + C'	17:00	18:00	01:00	
7: '2031 DM AM + B + C'	08:00	09:00	01:00	
8: '2031 DM PM + B + C'	17:00	18:00	01:00	
9: '2031 DS AM'	08:00	09:00	01:00	
10: '2031 DS PM'	17:00	18:00	01:00	
11: '2031 DS AM + B'	08:00	09:00	01:00	
12: '2031 DS PM + B'	17:00	18:00	01:00	
13: '2031 DS AM + C'	08:00	09:00	01:00	
14: '2031 DS PM + C'	17:00	18:00	01:00	
15: '2031 DS AM + B + C'	08:00	09:00	01:00	
16: '2031 DS PM + B + C'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2031 DM AM' (FG1: '2031 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1	82	40	160	283
	B	0	0	158	52	146	356
	C	28	63	0	503	470	1064
	D	13	15	231	0	144	403
	E	39	26	301	264	0	630
	Tot.	80	105	772	859	920	2736

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 DM AM
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	158
1/2 (with short)	210(In) 52(Out)
1/3	146
2/1 (short)	251
2/2 (with short)	503(In) 252(Out)
2/3	240
2/4 (with short)	321(In) 230(Out)
2/5 (short)	91
3/1	144
3/2 (with short)	259(In) 130(Out)
3/3 (short)	129
4/1 (short)	39
4/2 (with short)	293(In) 254(Out)
4/3 (short)	226
4/4 (with short)	337(In) 111(Out)
5/1	123
5/2 (with short)	160(In) 0(Out)
5/3 (short)	160
6/1	105
7/1	450
7/2	322
8/1	470
8/2	389
9/1	537
9/2	383
10/1	80

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2031 DM PM' (FG2: '2031 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	110	25	146	281
	B	1	0	173	21	36	231
	C	3	73	0	345	292	713
	D	47	48	496	0	179	770
	E	115	0	509	272	0	896
	Tot.	166	121	1288	663	653	2891

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 DM PM
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	173
1/2 (with short)	194(In) 21(Out)
1/3	37
2/1 (short)	172
2/2 (with short)	345(In) 173(Out)
2/3	140
2/4 (with short)	228(In) 152(Out)
2/5 (short)	76
3/1	179
3/2 (with short)	591(In) 301(Out)
3/3 (short)	290
4/1 (short)	115
4/2 (with short)	451(In) 336(Out)
4/3 (short)	309
4/4 (with short)	445(In) 136(Out)
5/1	135
5/2 (with short)	146(In) 0(Out)
5/3 (short)	146
6/1	121
7/1	683
7/2	605
8/1	343
8/2	320
9/1	410
9/2	243
10/1	166

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2031 DM AM + B' (FG3: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	82	40	160	283
	B	0	0	158	52	146	356
	C	28	63	0	509	528	1128
	D	13	15	233	0	144	405
	E	39	26	319	264	0	648
	Tot.	80	105	792	865	978	2820

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 DM AM + B
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	158
1/2 (with short)	210(In) 52(Out)
1/3	146
2/1 (short)	254
2/2 (with short)	509(In) 255(Out)
2/3	274
2/4 (with short)	345(In) 254(Out)
2/5 (short)	91
3/1	144
3/2 (with short)	261(In) 131(Out)
3/3 (short)	130
4/1 (short)	39
4/2 (with short)	287(In) 248(Out)
4/3 (short)	227
4/4 (with short)	361(In) 134(Out)
5/1	123
5/2 (with short)	160(In) 0(Out)
5/3 (short)	160
6/1	105
7/1	445
7/2	347
8/1	450
8/2	415
9/1	571
9/2	407
10/1	80

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2031 DM PM + B' (FG4: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	110	25	146	281
	B	1	0	173	21	36	231
	C	3	73	0	347	314	737
	D	47	48	500	0	179	774
	E	115	0	549	272	0	936
	Tot.	166	121	1332	665	675	2959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 DM PM + B
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	173
1/2 (with short)	194(In) 21(Out)
1/3	37
2/1 (short)	173
2/2 (with short)	347(In) 174(Out)
2/3	151
2/4 (with short)	239(In) 163(Out)
2/5 (short)	76
3/1	179
3/2 (with short)	595(In) 298(Out)
3/3 (short)	297
4/1 (short)	115
4/2 (with short)	461(In) 346(Out)
4/3 (short)	317
4/4 (with short)	475(In) 158(Out)
5/1	135
5/2 (with short)	146(In) 0(Out)
5/3 (short)	146
6/1	121
7/1	690
7/2	642
8/1	322
8/2	343
9/1	421
9/2	254
10/1	166

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2031 DM AM + C' (FG5: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	82	40	160	283
	B	0	0	158	52	146	356
	C	28	63	0	517	481	1089
	D	13	15	235	0	144	407
	E	39	26	305	264	0	634
	Tot.	80	105	780	873	931	2769

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 DM AM + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	158
1/2 (with short)	210(In) 52(Out)
1/3	146
2/1 (short)	258
2/2 (with short)	517(In) 259(Out)
2/3	247
2/4 (with short)	325(In) 234(Out)
2/5 (short)	91
3/1	144
3/2 (with short)	263(In) 132(Out)
3/3 (short)	131
4/1 (short)	39
4/2 (with short)	278(In) 239(Out)
4/3 (short)	221
4/4 (with short)	356(In) 135(Out)
5/1	123
5/2 (with short)	160(In) 0(Out)
5/3 (short)	160
6/1	105
7/1	437
7/2	343
8/1	453
8/2	420
9/1	544
9/2	387
10/1	80

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2031 DM PM + C' (FG6: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	110	25	146	281
	B	1	0	173	21	36	231
	C	3	73	0	350	296	722
	D	47	48	506	0	179	780
	E	115	0	517	272	0	904
	Tot.	166	121	1306	668	657	2918

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 DM PM + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	173
1/2 (with short)	194(In) 21(Out)
1/3	37
2/1 (short)	175
2/2 (with short)	350(In) 175(Out)
2/3	141
2/4 (with short)	231(In) 155(Out)
2/5 (short)	76
3/1	179
3/2 (with short)	601(In) 301(Out)
3/3 (short)	300
4/1 (short)	115
4/2 (with short)	445(In) 330(Out)
4/3 (short)	301
4/4 (with short)	459(In) 158(Out)
5/1	135
5/2 (with short)	146(In) 0(Out)
5/3 (short)	146
6/1	121
7/1	677
7/2	629
8/1	324
8/2	344
9/1	411
9/2	246
10/1	166

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2031 DM AM + B + C' (FG7: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	82	40	160	283
	B	0	0	158	52	146	356
	C	28	63	0	523	539	1153
	D	13	15	237	0	144	409
	E	39	26	323	264	0	652
	Tot.	80	105	800	879	989	2853

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2031 DM AM + B + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	158
1/2 (with short)	210(In) 52(Out)
1/3	146
2/1 (short)	261
2/2 (with short)	523(In) 262(Out)
2/3	280
2/4 (with short)	350(In) 259(Out)
2/5 (short)	91
3/1	144
3/2 (with short)	265(In) 133(Out)
3/3 (short)	132
4/1 (short)	39
4/2 (with short)	285(In) 246(Out)
4/3 (short)	226
4/4 (with short)	367(In) 141(Out)
5/1	123
5/2 (with short)	160(In) 0(Out)
5/3 (short)	160
6/1	105
7/1	445
7/2	355
8/1	450
8/2	429
9/1	577
9/2	412
10/1	80

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 8: '2031 DM PM + B + C' (FG8: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	110	25	146	281
	B	1	0	173	21	36	231
	C	3	73	0	352	318	746
	D	47	48	510	0	179	784
	E	115	0	557	272	0	944
	Tot.	166	121	1350	670	679	2986

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 DM PM + B + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	173
1/2 (with short)	194(In) 21(Out)
1/3	37
2/1 (short)	176
2/2 (with short)	352(In) 176(Out)
2/3	154
2/4 (with short)	240(In) 164(Out)
2/5 (short)	76
3/1	179
3/2 (with short)	605(In) 303(Out)
3/3 (short)	302
4/1 (short)	115
4/2 (with short)	466(In) 351(Out)
4/3 (short)	320
4/4 (with short)	478(In) 158(Out)
5/1	135
5/2 (with short)	146(In) 0(Out)
5/3 (short)	146
6/1	121
7/1	700
7/2	650
8/1	325
8/2	345
9/1	424
9/2	255
10/1	166

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 9: '2031 DS AM' (FG9: '2031 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	86	42	164	293
	B	0	0	165	55	163	383
	C	24	61	0	591	456	1132
	D	15	14	252	0	176	457
	E	43	23	334	117	0	517
	Tot.	82	99	837	805	959	2782

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 DS AM
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	165
1/2 (with short)	220(In) 55(Out)
1/3	163
2/1 (short)	295
2/2 (with short)	591(In) 296(Out)
2/3	232
2/4 (with short)	309(In) 224(Out)
2/5 (short)	85
3/1	176
3/2 (with short)	281(In) 141(Out)
3/3 (short)	140
4/1 (short)	43
4/2 (with short)	257(In) 214(Out)
4/3 (short)	196
4/4 (with short)	260(In) 64(Out)
5/1	129
5/2 (with short)	164(In) 0(Out)
5/3 (short)	164
6/1	99
7/1	428
7/2	409
8/1	417
8/2	388
9/1	571
9/2	388
10/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 10: '2031 DS PM' (FG10: '2031 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	0	106	26	156	288
	B	1	0	148	23	45	217
	C	3	76	0	363	314	756
	D	47	45	496	0	194	782
	E	118	1	589	191	0	899
	Tot.	169	122	1339	603	709	2942

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 DS PM
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	148
1/2 (with short)	171(In) 23(Out)
1/3	46
2/1 (short)	181
2/2 (with short)	363(In) 182(Out)
2/3	153
2/4 (with short)	240(In) 161(Out)
2/5 (short)	79
3/1	194
3/2 (with short)	588(In) 300(Out)
3/3 (short)	288
4/1 (short)	118
4/2 (with short)	467(In) 349(Out)
4/3 (short)	326
4/4 (with short)	432(In) 106(Out)
5/1	132
5/2 (with short)	156(In) 0(Out)
5/3 (short)	156
6/1	122
7/1	683
7/2	656
8/1	303
8/2	300
9/1	447
9/2	262
10/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 11: '2031 DS AM + B' (FG11: '2031 DS AM + B', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	86	42	164	293
	B	0	0	165	55	163	383
	C	24	61	0	597	514	1196
	D	15	14	254	0	176	459
	E	43	23	352	117	0	535
	Tot.	82	99	857	811	1017	2866

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2031 DS AM + B
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	165
1/2 (with short)	220(In) 55(Out)
1/3	163
2/1 (short)	298
2/2 (with short)	597(In) 299(Out)
2/3	265
2/4 (with short)	334(In) 249(Out)
2/5 (short)	85
3/1	176
3/2 (with short)	283(In) 142(Out)
3/3 (short)	141
4/1 (short)	43
4/2 (with short)	256(In) 213(Out)
4/3 (short)	195
4/4 (with short)	279(In) 84(Out)
5/1	129
5/2 (with short)	164(In) 0(Out)
5/3 (short)	164
6/1	99
7/1	428
7/2	429
8/1	400
8/2	411
9/1	604
9/2	413
10/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 12: '2031 DS PM + B' (FG12: '2031 DS PM + B', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	106	26	156	288
	B	1	0	148	23	45	217
	C	3	76	0	365	336	780
	D	47	45	500	0	194	786
	E	118	1	629	191	0	939
	Tot.	169	122	1383	605	731	3010

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 DS PM + B
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	148
1/2 (with short)	171(In) 23(Out)
1/3	46
2/1 (short)	182
2/2 (with short)	365(In) 183(Out)
2/3	164
2/4 (with short)	251(In) 172(Out)
2/5 (short)	79
3/1	194
3/2 (with short)	592(In) 296(Out)
3/3 (short)	296
4/1 (short)	118
4/2 (with short)	488(In) 370(Out)
4/3 (short)	338
4/4 (with short)	451(In) 113(Out)
5/1	132
5/2 (with short)	156(In) 0(Out)
5/3 (short)	156
6/1	122
7/1	700
7/2	683
8/1	297
8/2	308
9/1	458
9/2	273
10/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 13: '2031 DS AM + C' (FG13: '2031 DS AM + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	86	42	164	293
	B	0	0	165	55	163	383
	C	24	61	0	605	467	1157
	D	15	14	256	0	176	461
	E	43	23	338	117	0	521
	Tot.	82	99	845	819	970	2815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2031 DS AM + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	165
1/2 (with short)	220(In) 55(Out)
1/3	163
2/1 (short)	302
2/2 (with short)	605(In) 303(Out)
2/3	239
2/4 (with short)	313(In) 228(Out)
2/5 (short)	85
3/1	176
3/2 (with short)	285(In) 143(Out)
3/3 (short)	142
4/1 (short)	43
4/2 (with short)	253(In) 210(Out)
4/3 (short)	193
4/4 (with short)	268(In) 75(Out)
5/1	129
5/2 (with short)	164(In) 0(Out)
5/3 (short)	164
6/1	99
7/1	426
7/2	419
8/1	413
8/2	406
9/1	578
9/2	392
10/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 14: '2031 DS PM + C' (FG14: '2031 DS PM + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	106	26	156	288
	B	1	0	148	23	45	217
	C	3	76	0	368	318	765
	D	47	45	506	0	194	792
	E	118	1	597	191	0	907
	Tot.	169	122	1357	608	713	2969

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2031 DS PM + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	148
1/2 (with short)	171(In) 23(Out)
1/3	46
2/1 (short)	184
2/2 (with short)	368(In) 184(Out)
2/3	154
2/4 (with short)	243(In) 164(Out)
2/5 (short)	79
3/1	194
3/2 (with short)	598(In) 299(Out)
3/3 (short)	299
4/1 (short)	118
4/2 (with short)	470(In) 352(Out)
4/3 (short)	322
4/4 (with short)	437(In) 115(Out)
5/1	132
5/2 (with short)	156(In) 0(Out)
5/3 (short)	156
6/1	122
7/1	685
7/2	672
8/1	297
8/2	311
9/1	448
9/2	265
10/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 15: '2031 DS AM + B + C' (FG15: '2031 DS AM + B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	1	86	42	164	293
	B	0	0	165	55	163	383
	C	24	61	0	611	525	1221
	D	15	14	258	0	176	463
	E	43	23	356	117	0	539
	Tot.	82	99	865	825	1028	2899

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2031 DS AM + B + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	165
1/2 (with short)	220(In) 55(Out)
1/3	163
2/1 (short)	305
2/2 (with short)	611(In) 306(Out)
2/3	271
2/4 (with short)	339(In) 254(Out)
2/5 (short)	85
3/1	176
3/2 (with short)	287(In) 143(Out)
3/3 (short)	144
4/1 (short)	43
4/2 (with short)	256(In) 213(Out)
4/3 (short)	195
4/4 (with short)	283(In) 88(Out)
5/1	129
5/2 (with short)	164(In) 0(Out)
5/3 (short)	164
6/1	99
7/1	429
7/2	436
8/1	403
8/2	422
9/1	610
9/2	418
10/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 16: '2031 DS PM + B + C' (FG16: '2031 DS PM + B + C', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	0	106	26	156	288
	B	1	0	148	23	45	217
	C	3	76	0	370	340	789
	D	47	45	510	0	194	796
	E	118	1	637	191	0	947
	Tot.	169	122	1401	610	735	3037

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2031 DS PM + B + C
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way	
1/1 (short)	148
1/2 (with short)	171(In) 23(Out)
1/3	46
2/1 (short)	185
2/2 (with short)	370(In) 185(Out)
2/3	166
2/4 (with short)	253(In) 174(Out)
2/5 (short)	79
3/1	194
3/2 (with short)	602(In) 301(Out)
3/3 (short)	301
4/1 (short)	118
4/2 (with short)	490(In) 372(Out)
4/3 (short)	344
4/4 (with short)	457(In) 113(Out)
5/1	132
5/2 (with short)	156(In) 0(Out)
5/3 (short)	156
6/1	122
7/1	707
7/2	694
8/1	300
8/2	310
9/1	460
9/2	275
10/1	169

Full Input Data And Results

Lane Saturation Flows

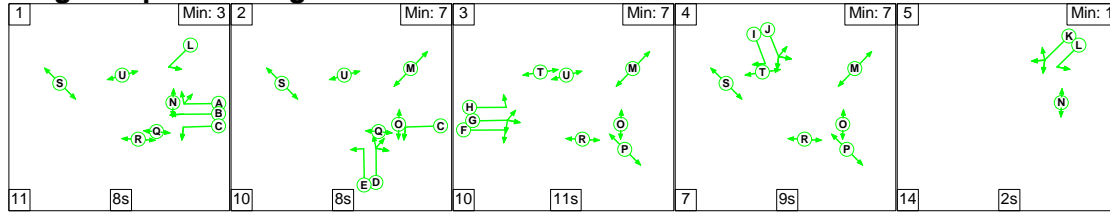
Junction: A20/Ashton Way/Oxley Shaw Lane/Castle Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Oxley Shaw Lane Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (Oxley Shaw Lane Lane 2)							1750	1750
1/3 (Oxley Shaw Lane Lane 3)							This lane uses a directly entered Saturation Flow	
2/1 (A20 London Road east Lane 1)							1950	1950
2/2 (A20 London Road east Lane 2)							This lane uses a directly entered Saturation Flow	
2/3 (A20 London Road east Lane 3)							1600	1600
2/4 (A20 London Road east Lane 4)							This lane uses a directly entered Saturation Flow	
2/5 (A20 London Road east Lane 5)							1650	1650
3/1 (Ashton Way Lane 1)							This lane uses a directly entered Saturation Flow	
3/2 (Ashton Way Lane 2)							1650	1650
3/3 (Ashton Way Lane 3)							This lane uses a directly entered Saturation Flow	
4/1 (London Road west Lane 1)							1600	1600
4/2 (London Road west Lane 2)							This lane uses a directly entered Saturation Flow	
4/3 (London Road west Lane 3)							1750	1750
4/4 (London Road west Lane 4)							This lane uses a directly entered Saturation Flow	
5/1 (Castle Way Lane 1)							1600	1600
5/2 (Castle Way Lane 2)							This lane uses a directly entered Saturation Flow	
5/3 (Castle Way Lane 3)							1750	1750
6/1 (Oxley Shaw Lane EXIT Lane 1)							1950	1950
7/1 (A20 east EXIT Lane 1)							This lane uses a directly entered Saturation Flow	
7/2 (A20 east EXIT Lane 2)							1600	1600
8/1 (Ashton Way EXIT Lane 1)							Infinite Saturation Flow	
8/2 (Ashton Way EXIT Lane 2)							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf
							Infinite Saturation Flow	
							Inf	Inf

Full Input Data And Results

9/1 (A20 west EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A20 west EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (Castle Way EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2031 DM AM' (FG1: '2031 DM AM', Plan 1: 'Network Control Plan 1')

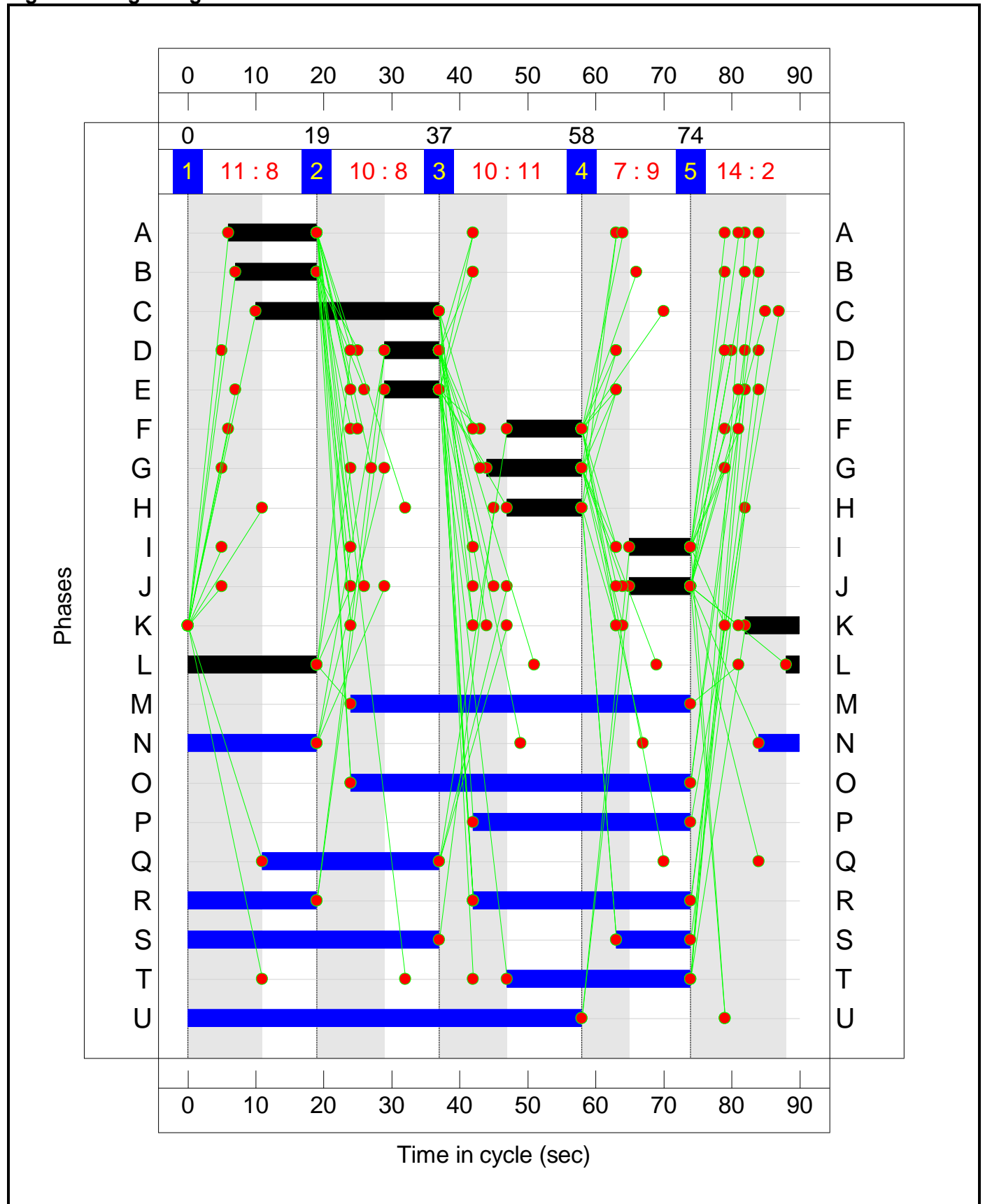
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	8	8	11	9	2
Change Point	0	19	37	58	74

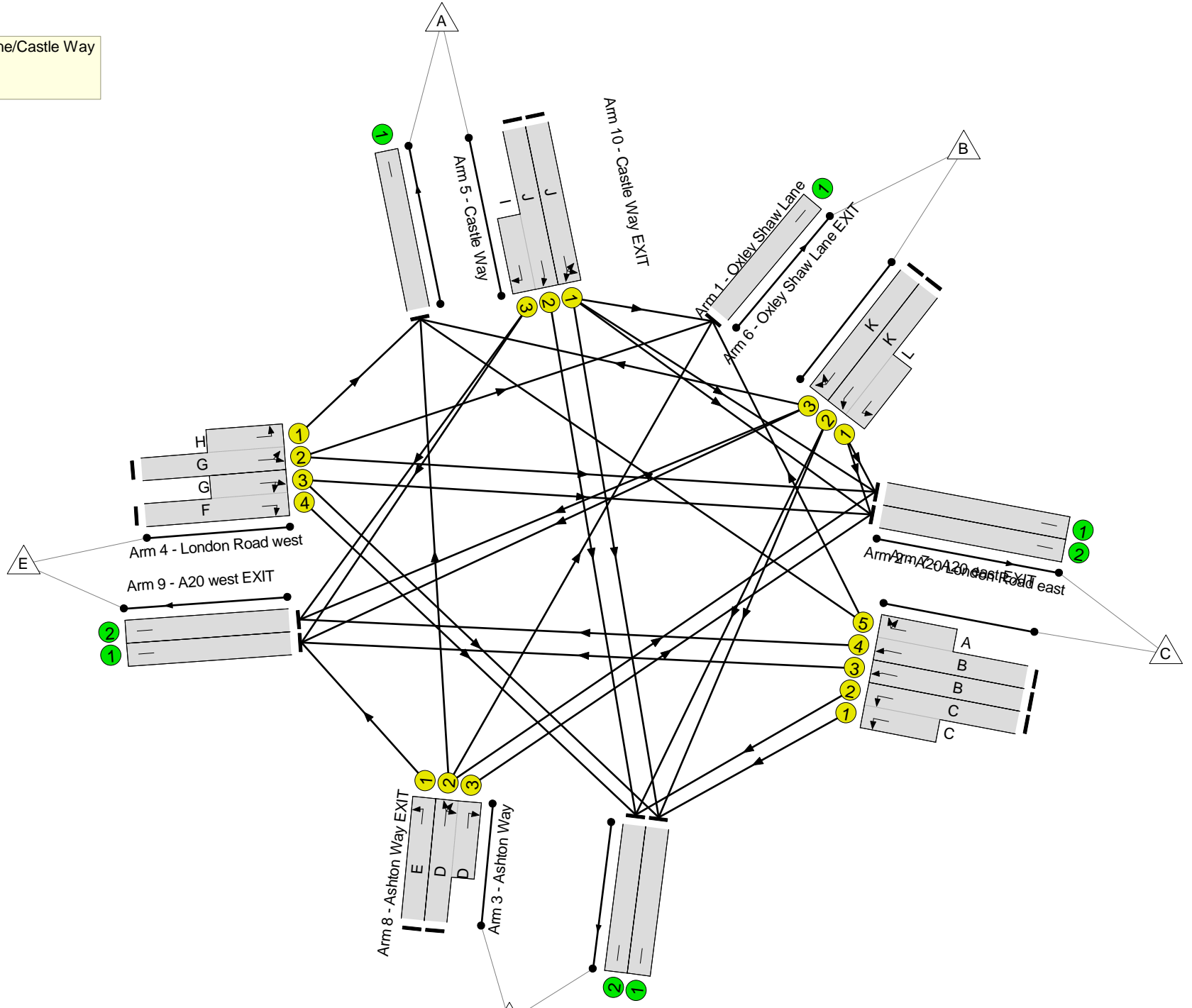
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -1.4 %
 Total Traffic Delay: 53.5 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	8:21	-	210	1950:1750	125+380	41.6 : 41.6%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	8	-	146	1600	160	91.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	27	-	503	1650:1650	356+355	70.8 : 70.8%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	12	-	240	1950	282	85.2%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	12:13	-	321	1950:1600	258+102	89.0 : 89.0%
3/1	Ashton Way Left	U	N/A	N/A	E		1	8	-	144	1750	175	82.3%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	8	-	259	1600:1600	160+160	81.3 : 80.6%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	14:11	-	293	1750:1600	283+43	89.7 : 89.7%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	11:14	-	337	1600:1600	122+248	91.2 : 91.2%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	123	1750	194	63.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	160	1950:1600	0+178	0.0 : 90.0%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%

Full Input Data And Results

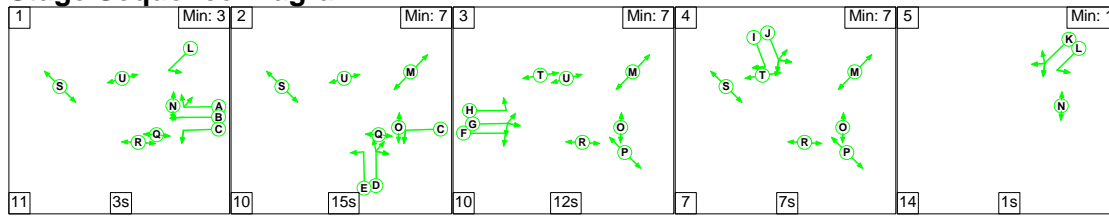
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%		
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%		
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%		
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)		
Network	-	-	0	0	0	26.6	26.9	0.0	53.5	-	-	-	-		
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	26.6	26.9	0.0	53.5	-	-	-	-		
1/2+1/1	210	210	-	-	-	1.8	0.4	-	2.1	36.6	3.2	0.4	3.6		
1/3	146	146	-	-	-	1.6	3.5	-	5.1	126.0	3.6	3.5	7.1		
2/2+2/1	503	503	-	-	-	3.5	1.2	-	4.7	33.8	5.4	1.2	6.6		
2/3	240	240	-	-	-	2.5	2.6	-	5.1	76.0	5.8	2.6	8.4		
2/4+2/5	321	321	-	-	-	3.3	3.4	-	6.7	75.1	5.8	3.4	9.2		
3/1	144	144	-	-	-	1.6	2.1	-	3.6	91.0	3.5	2.1	5.6		
3/2+3/3	259	259	-	-	-	2.9	2.0	-	4.8	67.4	3.2	2.0	5.2		
4/2+4/1	293	293	-	-	-	3.0	3.6	-	6.5	80.5	6.3	3.6	9.9		
4/4+4/3	337	337	-	-	-	3.4	4.1	-	7.6	80.7	5.7	4.1	9.8		
5/1	123	123	-	-	-	1.3	0.8	-	2.1	62.9	2.9	0.8	3.8		
5/2+5/3	160	160	-	-	-	1.8	3.3	-	5.0	113.4	3.9	3.3	7.2		
6/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
7/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
7/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
8/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
8/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
9/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
9/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
10/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
C1													PRC for Signalled Lanes (%): -1.4	Total Delay for Signalled Lanes (pcuHr): 53.52	Cycle Time (s): 90
													PRC Over All Lanes (%): -1.4	Total Delay Over All Lanes(pcuHr): 53.52	

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2031 DM PM' (FG2: '2031 DM PM', Plan 1: 'Network Control Plan 1')

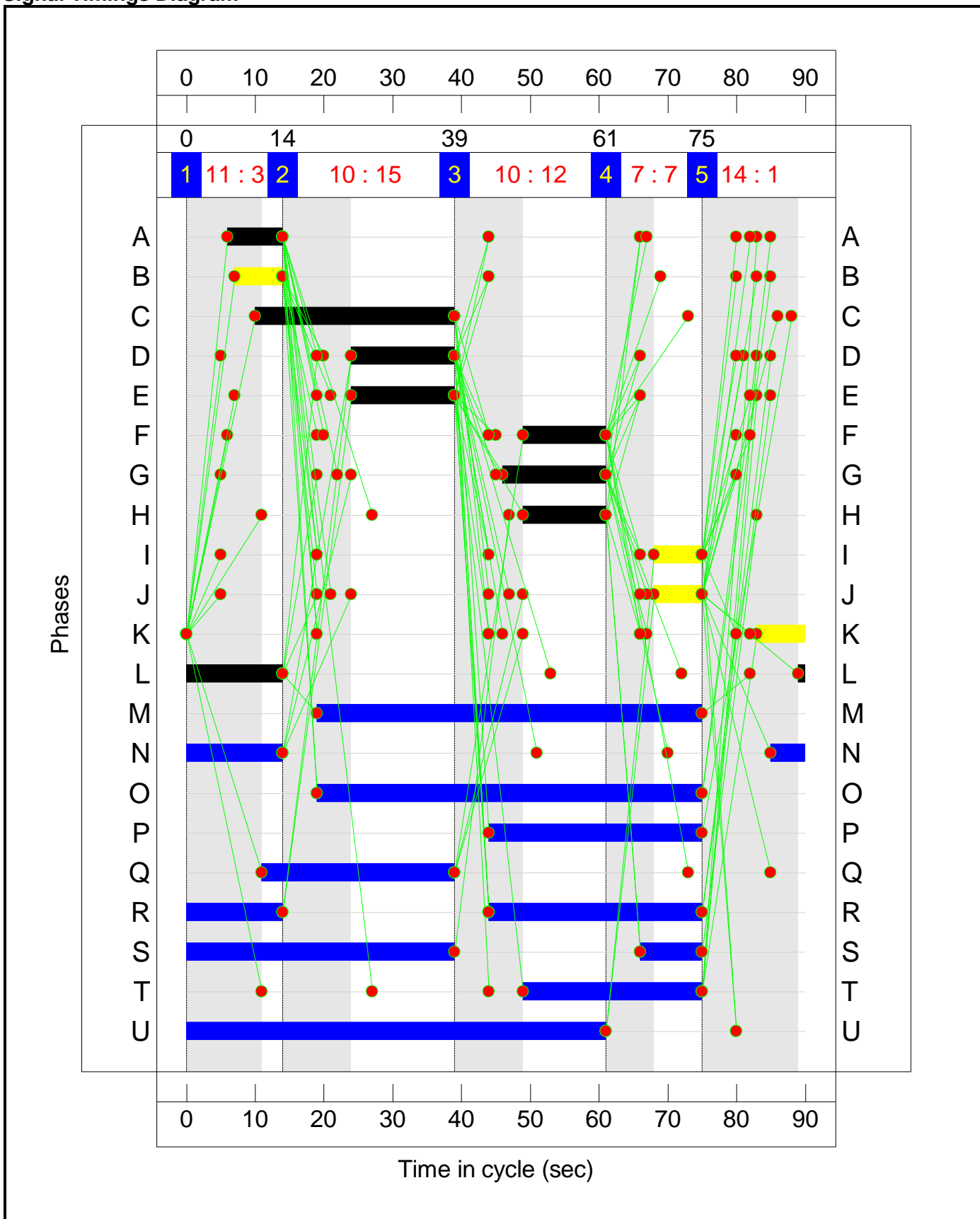
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	15	12	7	1
Change Point	0	14	39	61	75

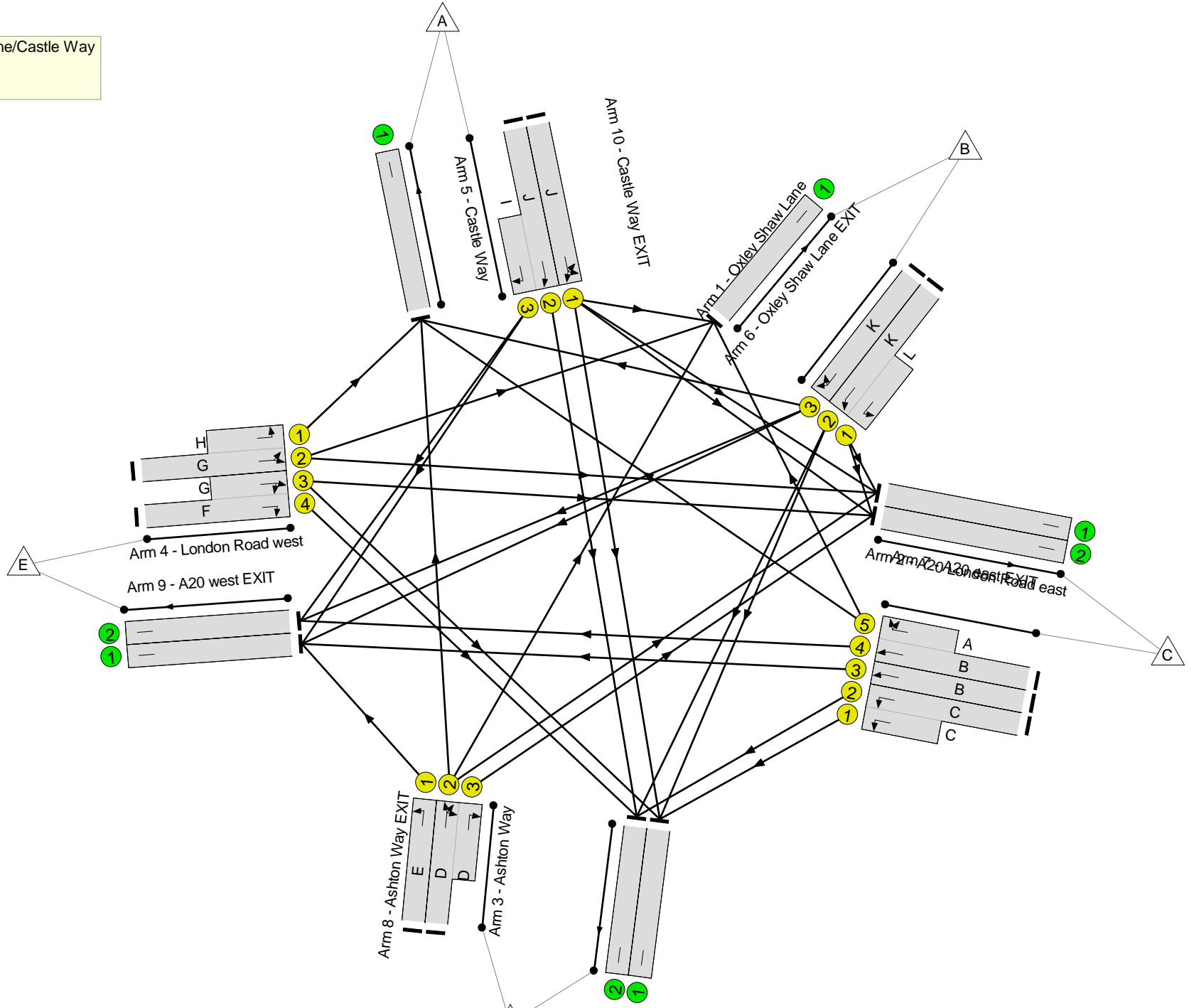
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -36.4 %
 Total Traffic Delay: 185.9 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	122.7%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	122.7%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	194	1950:1750	37+305	56.7 : 56.7%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	37	1600	142	26.0%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	345	1650:1650	375+373	46.2 : 46.2%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	140	1950	173	80.8%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	228	1950:1600	173+87	87.7 : 87.7%
3/1	Ashton Way Left	U	N/A	N/A	E		1	15	-	179	1750	311	57.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	15	-	591	1600:1600	245+236	122.7 : 122.7%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	15:12	-	451	1750:1600	285+98	117.9 : 117.9%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	12:15	-	445	1600:1600	115+262	118.1 : 118.1%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	135	1750	156	86.8%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	146	1950:1600	0+142	0.0 : 102.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	37.7	148.1	0.0	185.9	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	37.7	148.1	0.0	185.9	-	-	-	-
1/2+1/1	194	194	-	-	-	1.8	0.6	-	2.5	46.2	3.9	0.6	4.6
1/3	37	37	-	-	-	0.4	0.2	-	0.6	55.3	0.9	0.2	1.0
2/2+2/1	345	345	-	-	-	2.1	0.4	-	2.6	26.8	3.2	0.4	3.6
2/3	140	140	-	-	-	1.6	1.9	-	3.5	88.8	3.4	1.9	5.3
2/4+2/5	228	228	-	-	-	2.5	3.0	-	5.5	87.1	3.7	3.0	6.7
3/1	179	179	-	-	-	1.7	0.7	-	2.4	47.4	4.1	0.7	4.7
3/2+3/3	591	482	-	-	-	10.4	57.3	-	67.7	412.3	13.7	57.3	71.0
4/2+4/1	451	382	-	-	-	7.0	37.3	-	44.4	354.1	11.9	37.3	49.2
4/4+4/3	445	377	-	-	-	6.9	37.0	-	43.9	355.3	11.4	37.0	48.4
5/1	135	135	-	-	-	1.5	2.6	-	4.1	110.3	3.3	2.6	5.9
5/2+5/3	146	142	-	-	-	1.8	7.1	-	8.8	217.8	3.7	7.1	10.8
6/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

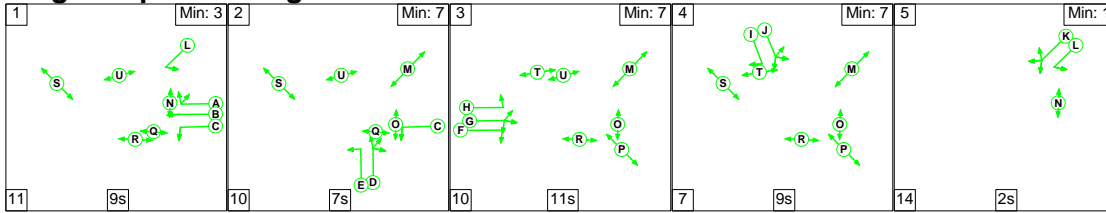
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-36.4	Total Delay for Signalled Lanes (pcuHr):	185.88	Cycle Time (s):	90
	PRC Over All Lanes (%):	-36.4	Total Delay Over All Lanes(pcuHr):	185.88		

Full Input Data And Results

Scenario 3: '2031 DM AM + B' (FG3: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

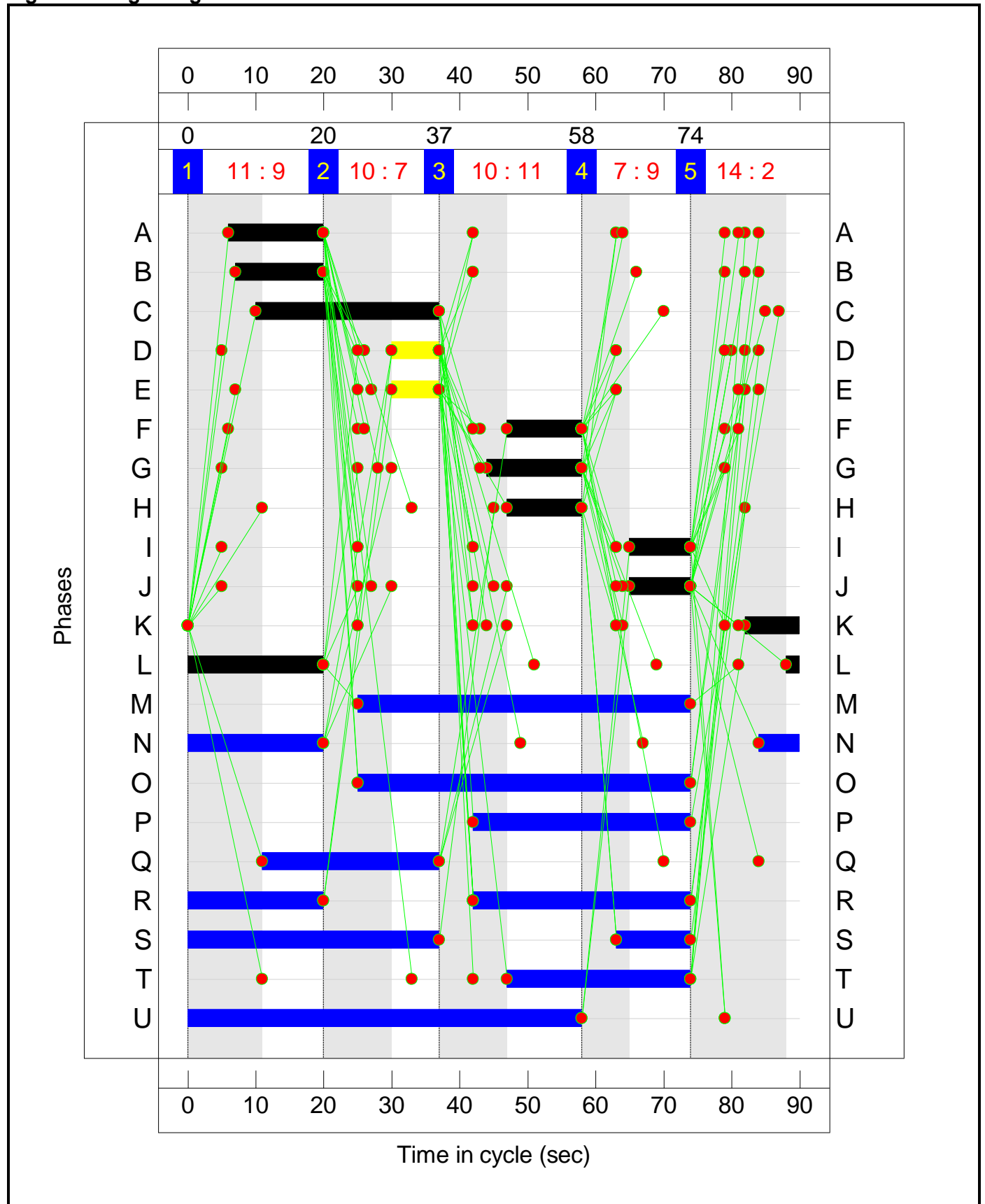
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	9	7	11	9	2
Change Point	0	20	37	58	74

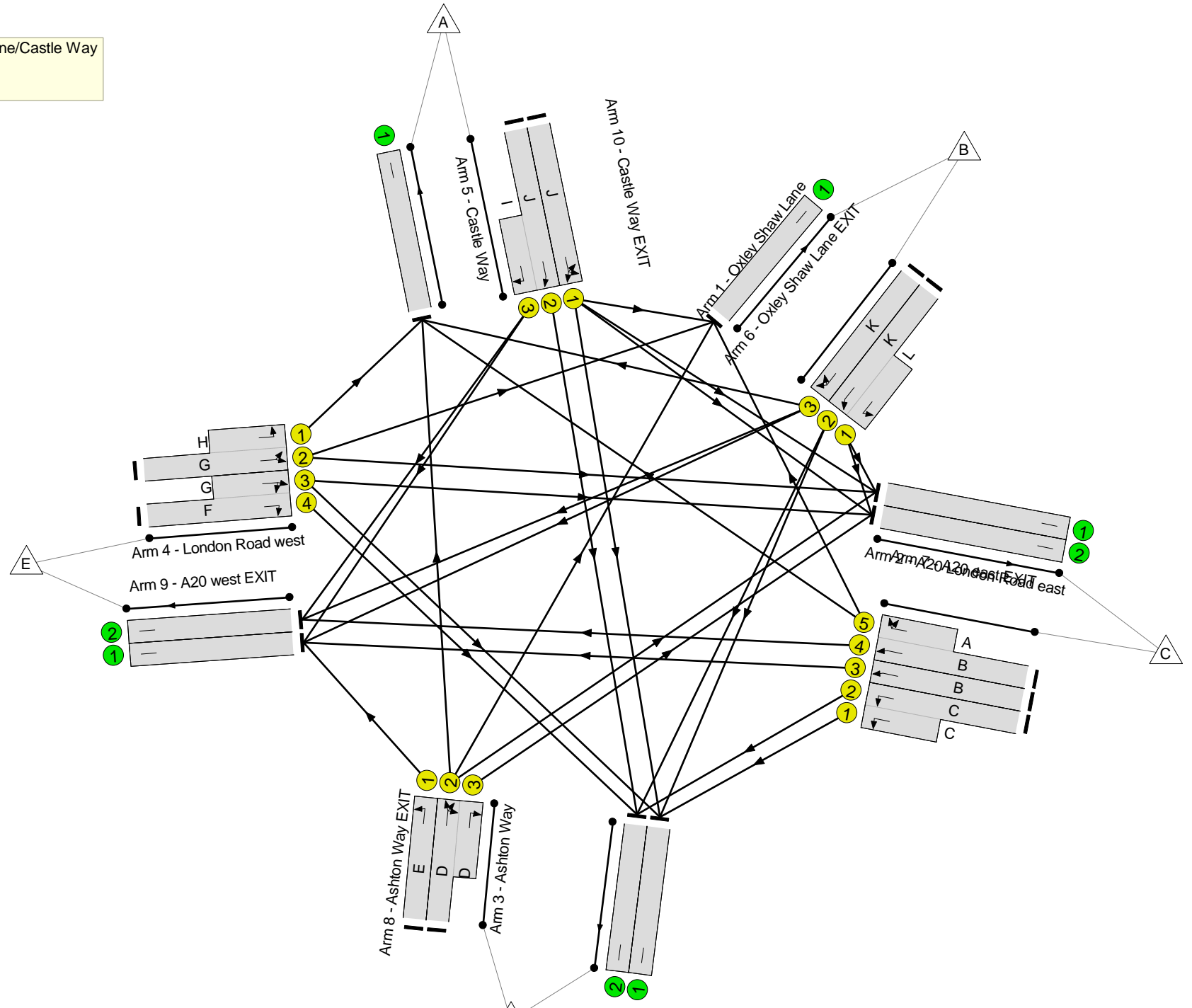
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -3.1 %
 Total Traffic Delay: 60.7 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	8:22	-	210	1950:1750	130+395	40.0 : 40.0%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	8	-	146	1600	160	91.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	27	-	509	1650:1650	356+355	71.6 : 71.6%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	13	-	274	1950	303	90.3%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	13:14	-	345	1950:1600	275+99	92.2 : 92.2%
3/1	Ashton Way Left	U	N/A	N/A	E		1	7	-	144	1750	156	92.6%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	7	-	261	1600:1600	142+142	92.1 : 91.4%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	14:11	-	287	1750:1600	283+44	87.6 : 87.6%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	11:14	-	361	1600:1600	144+245	92.8 : 92.8%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	123	1750	194	63.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	160	1950:1600	0+178	0.0 : 90.0%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%

Full Input Data And Results

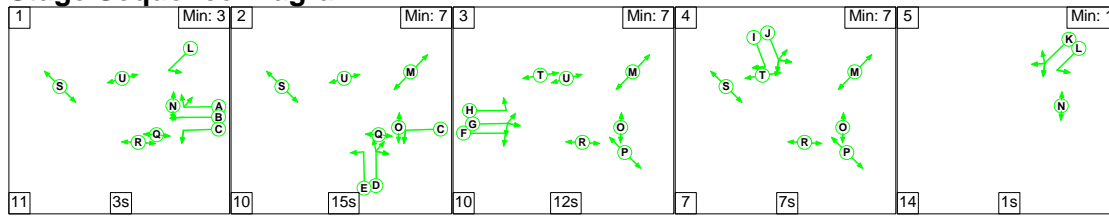
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	571	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	407	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	80	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.5	33.2	0.0	60.7	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	27.5	33.2	0.0	60.7	-	-	-	-
1/2+1/1	210	210	-	-	-	1.7	0.3	-	2.1	35.6	3.2	0.3	3.5
1/3	146	146	-	-	-	1.6	3.5	-	5.1	126.0	3.6	3.5	7.1
2/2+2/1	509	509	-	-	-	3.6	1.2	-	4.8	34.1	5.7	1.2	7.0
2/3	274	274	-	-	-	2.8	3.7	-	6.6	86.3	6.7	3.7	10.4
2/4+2/5	345	345	-	-	-	3.5	4.5	-	8.0	83.7	6.6	4.5	11.2
3/1	144	144	-	-	-	1.6	3.8	-	5.4	135.0	3.6	3.8	7.3
3/2+3/3	261	261	-	-	-	2.9	4.1	-	7.1	97.5	3.2	4.1	7.4
4/2+4/1	287	287	-	-	-	2.9	3.1	-	6.0	74.9	6.1	3.1	9.2
4/4+4/3	361	361	-	-	-	3.7	4.8	-	8.5	84.4	5.8	4.8	10.6
5/1	123	123	-	-	-	1.3	0.8	-	2.1	62.9	2.9	0.8	3.8
5/2+5/3	160	160	-	-	-	1.8	3.3	-	5.0	113.4	3.9	3.3	7.2
6/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-3.1	Total Delay for Signalled Lanes (pcuHr):		60.68	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-3.1	Total Delay Over All Lanes(pcuHr):		60.68					

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2031 DM PM + B' (FG4: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

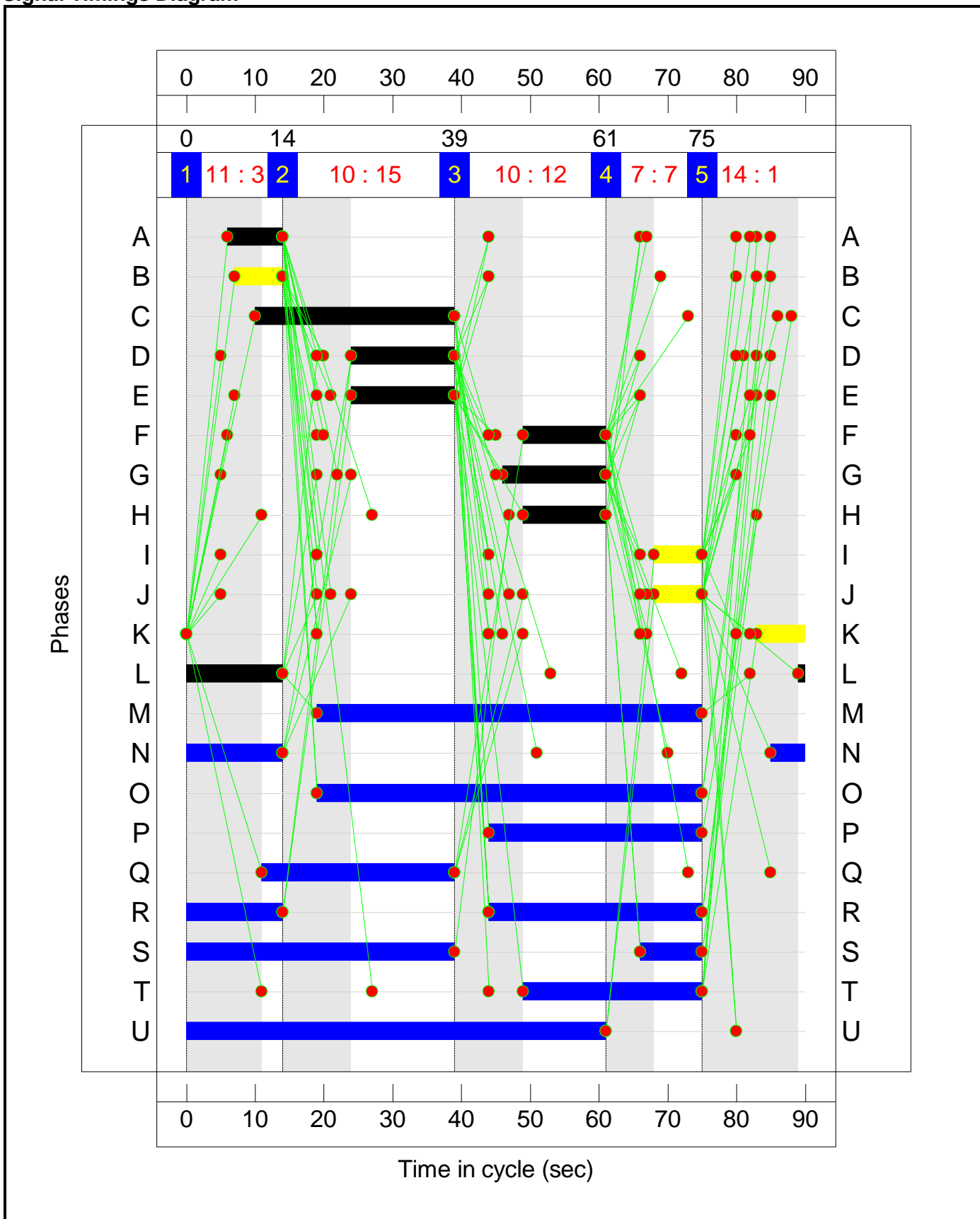
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	15	12	7	1
Change Point	0	14	39	61	75

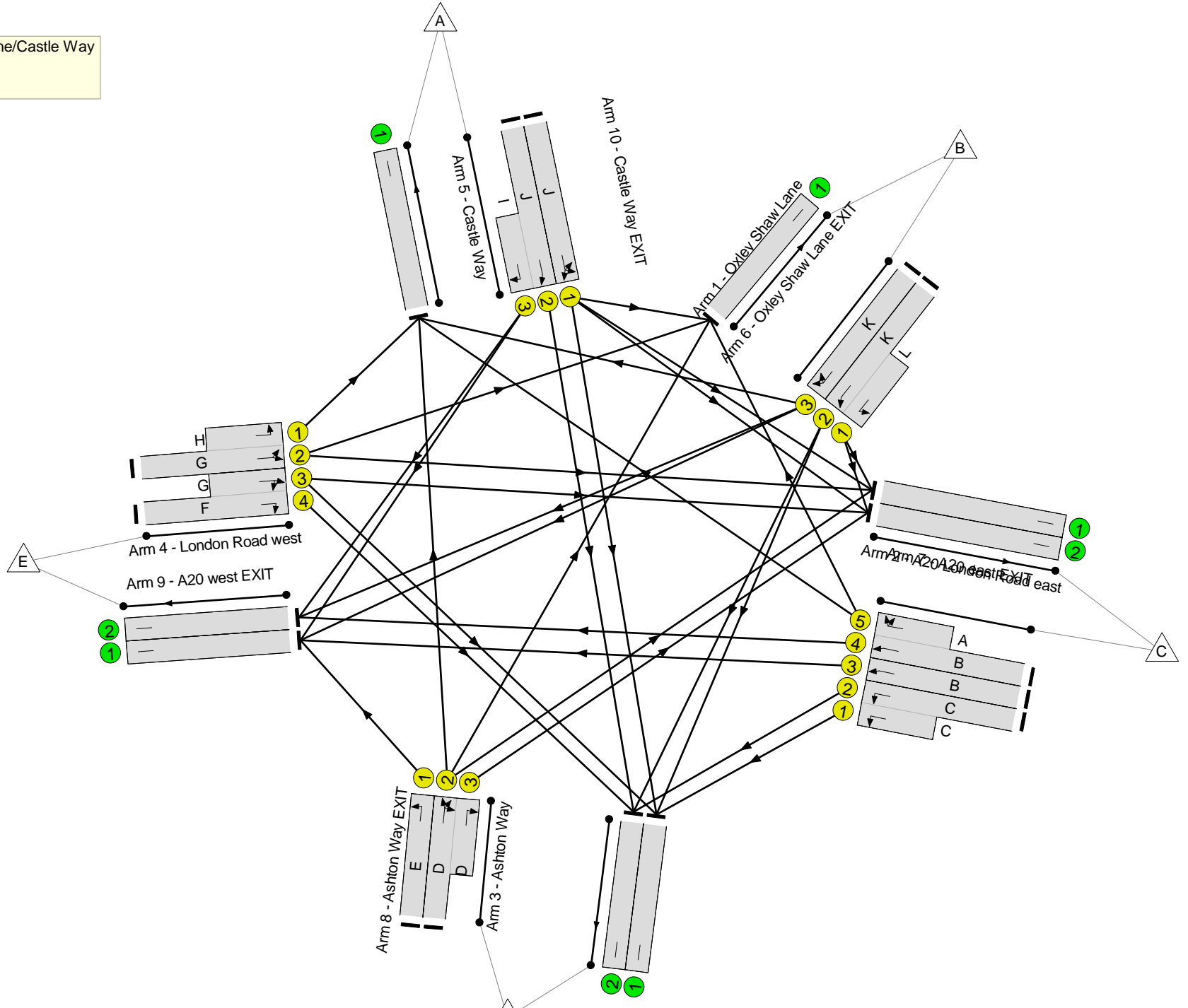
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -35.8 %
 Total Traffic Delay: 203.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	122.2%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	122.2%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	194	1950:1750	37+305	56.7 : 56.7%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	37	1600	142	26.0%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	347	1650:1650	375+373	46.4 : 46.4%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	151	1950	173	87.1%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	239	1950:1600	173+81	94.0 : 94.0%
3/1	Ashton Way Left	U	N/A	N/A	E		1	15	-	179	1750	311	57.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	15	-	595	1600:1600	245+244	121.9 : 121.9%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	15:12	-	461	1750:1600	286+95	121.2 : 121.2%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	12:15	-	475	1600:1600	129+259	122.2 : 122.2%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	135	1750	156	86.8%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	146	1950:1600	0+142	0.0 : 102.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	39.4	163.9	0.0	203.4	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	39.4	163.9	0.0	203.4	-	-	-	-
1/2+1/1	194	194	-	-	-	1.8	0.6	-	2.5	46.2	3.9	0.6	4.6
1/3	37	37	-	-	-	0.4	0.2	-	0.6	55.3	0.9	0.2	1.0
2/2+2/1	347	347	-	-	-	2.2	0.4	-	2.6	26.8	3.2	0.4	3.7
2/3	151	151	-	-	-	1.7	2.7	-	4.4	105.3	3.7	2.7	6.4
2/4+2/5	239	239	-	-	-	2.7	4.8	-	7.5	112.6	4.0	4.8	8.8
3/1	179	179	-	-	-	1.7	0.7	-	2.4	47.4	4.1	0.7	4.7
3/2+3/3	595	488	-	-	-	10.3	56.0	-	66.4	401.6	13.6	56.0	69.6
4/2+4/1	461	380	-	-	-	7.5	42.9	-	50.5	394.3	12.5	42.9	55.5
4/4+4/3	475	389	-	-	-	7.8	45.8	-	53.6	406.4	12.3	45.8	58.1
5/1	135	135	-	-	-	1.5	2.6	-	4.1	110.3	3.3	2.6	5.9
5/2+5/3	146	142	-	-	-	1.8	7.1	-	8.8	217.8	3.7	7.1	10.8
6/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

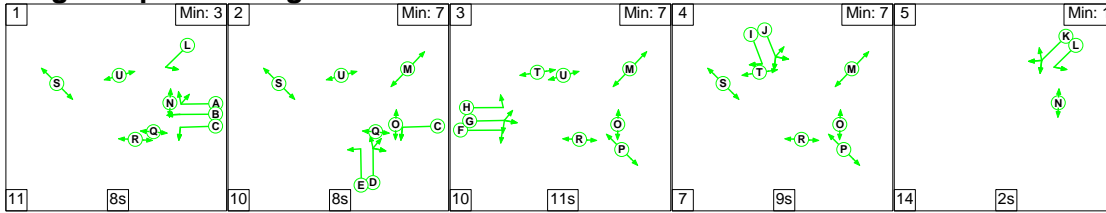
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-35.8	Total Delay for Signalled Lanes (pcuHr):	203.36	Cycle Time (s):	90
	PRC Over All Lanes (%):	-35.8	Total Delay Over All Lanes(pcuHr):	203.36		

Full Input Data And Results

Scenario 5: '2031 DM AM + C' (FG5: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

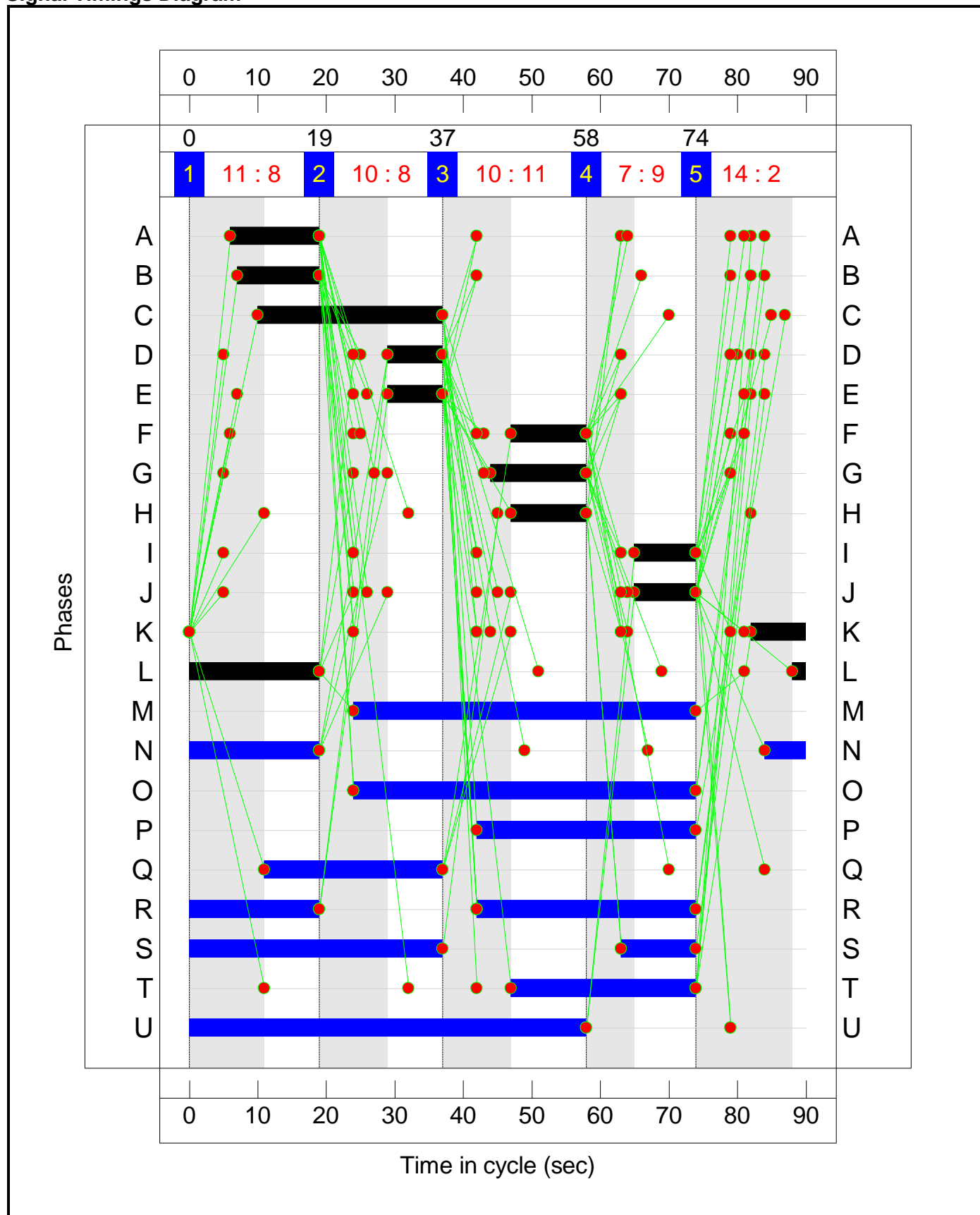
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	8	8	11	9	2
Change Point	0	19	37	58	74

Signal Timings Diagram



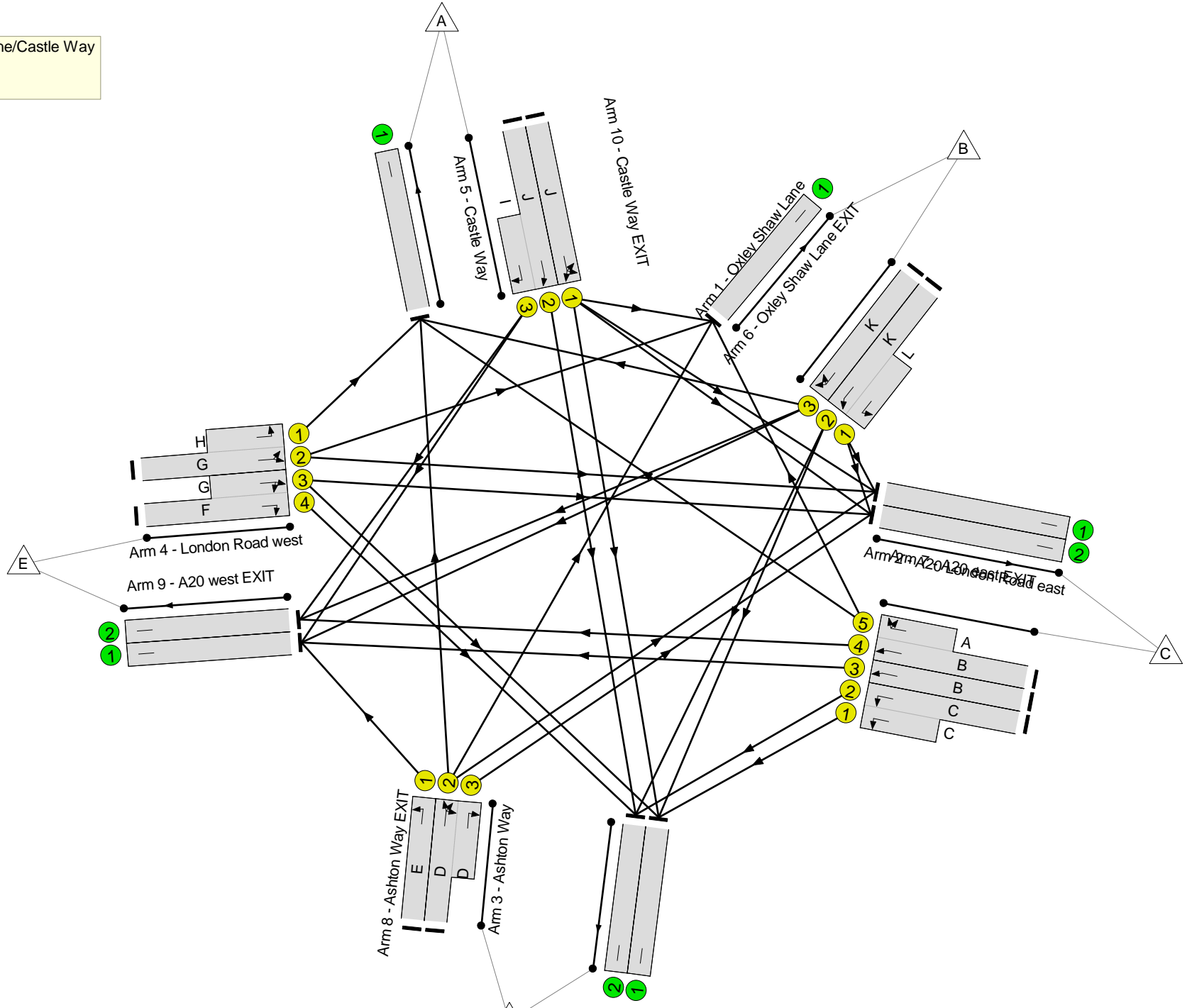
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way

PRC: -1.4 %

Total Traffic Delay: 53.7 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	8:21	-	210	1950:1750	125+380	41.6 : 41.6%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	8	-	146	1600	160	91.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	27	-	517	1650:1650	356+355	72.7 : 72.7%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	12	-	247	1950	282	87.7%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	12:13	-	325	1950:1600	259+101	90.4 : 90.4%
3/1	Ashton Way Left	U	N/A	N/A	E		1	8	-	144	1750	175	82.3%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	8	-	263	1600:1600	160+160	82.5 : 81.9%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	14:11	-	278	1750:1600	282+46	84.6 : 84.6%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	11:14	-	356	1600:1600	149+244	90.5 : 90.5%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	123	1750	194	63.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	160	1950:1600	0+178	0.0 : 90.0%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%

Full Input Data And Results

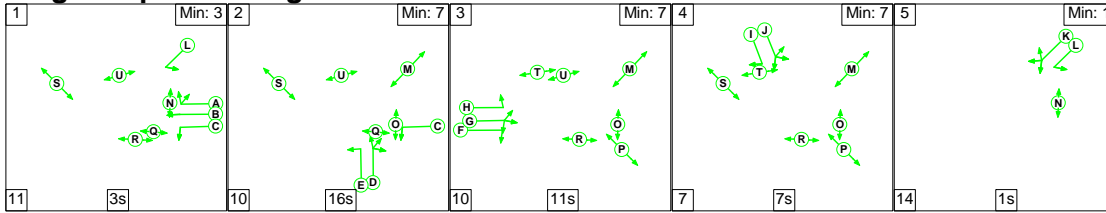
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	544	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	387	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	80	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	26.9	26.8	0.0	53.7	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	26.9	26.8	0.0	53.7	-	-	-	-
1/2+1/1	210	210	-	-	-	1.8	0.4	-	2.1	36.6	3.2	0.4	3.6
1/3	146	146	-	-	-	1.6	3.5	-	5.1	126.0	3.6	3.5	7.1
2/2+2/1	517	517	-	-	-	3.6	1.3	-	5.0	34.5	5.9	1.3	7.2
2/3	247	247	-	-	-	2.6	3.0	-	5.6	81.9	6.0	3.0	9.1
2/4+2/5	325	325	-	-	-	3.3	3.9	-	7.2	79.4	5.9	3.9	9.8
3/1	144	144	-	-	-	1.6	2.1	-	3.6	91.0	3.5	2.1	5.6
3/2+3/3	263	263	-	-	-	2.9	2.1	-	5.0	69.1	3.2	2.1	5.4
4/2+4/1	278	278	-	-	-	2.8	2.5	-	5.3	68.4	5.8	2.5	8.3
4/4+4/3	356	356	-	-	-	3.6	3.9	-	7.6	76.4	5.6	3.9	9.5
5/1	123	123	-	-	-	1.3	0.8	-	2.1	62.9	2.9	0.8	3.8
5/2+5/3	160	160	-	-	-	1.8	3.3	-	5.0	113.4	3.9	3.3	7.2
6/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.4	Total Delay for Signalled Lanes (pcuHr):		53.70	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-1.4	Total Delay Over All Lanes(pcuHr):		53.70					

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2031 DM PM + C' (FG6: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

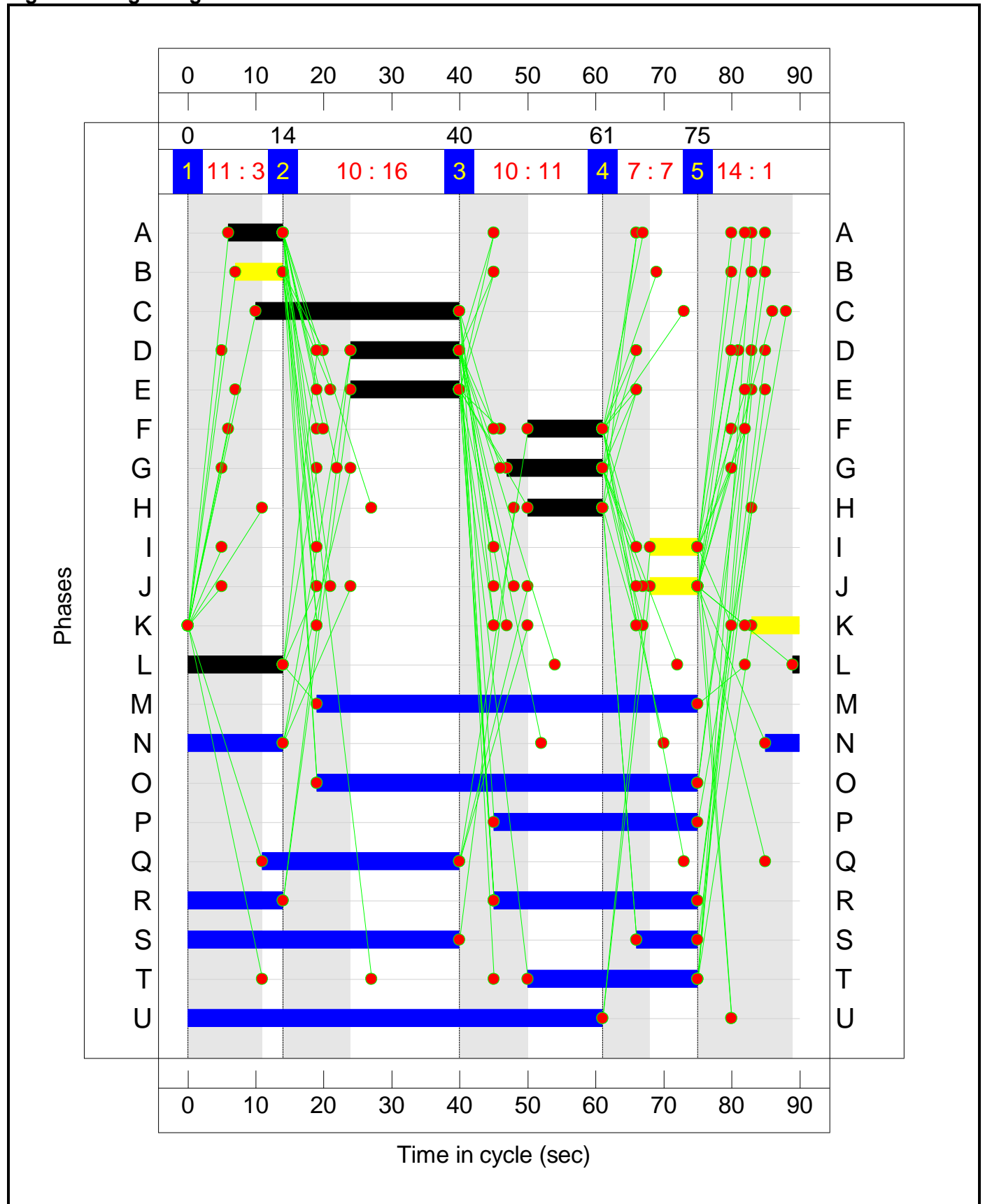
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	16	11	7	1
Change Point	0	14	40	61	75

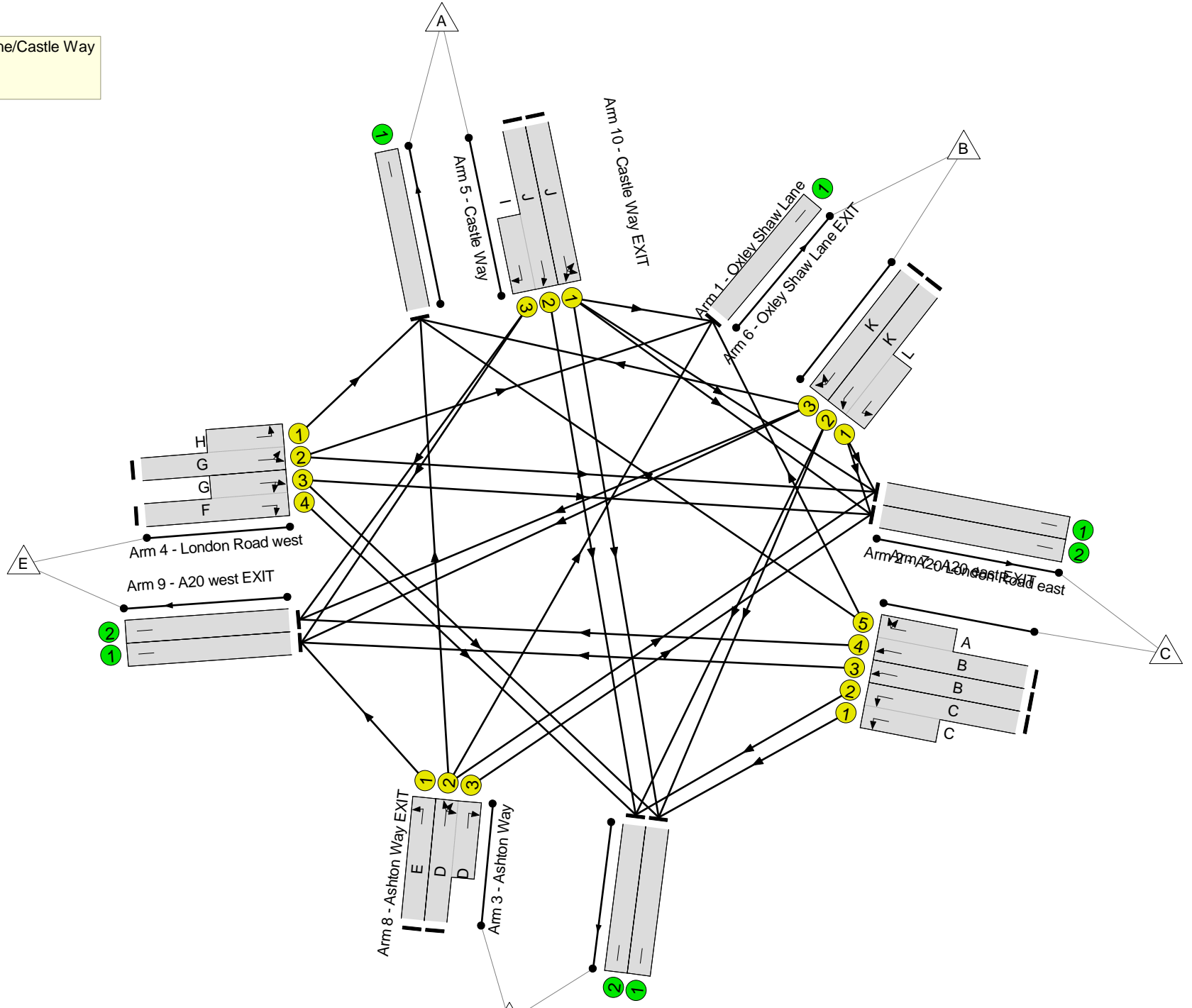
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -35.6 %
 Total Traffic Delay: 192.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	122.0%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	122.0%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	194	1950:1750	37+305	56.7 : 56.7%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	37	1600	142	26.0%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	30	-	350	1650:1650	383+383	45.7 : 45.7%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	141	1950	173	81.3%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	231	1950:1600	173+85	89.4 : 89.4%
3/1	Ashton Way Left	U	N/A	N/A	E		1	16	-	179	1750	331	54.2%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	16	-	601	1600:1600	253+253	118.8 : 118.8%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	14:11	-	445	1750:1600	270+94	122.0 : 122.0%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	11:14	-	459	1600:1600	129+247	122.0 : 122.0%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	135	1750	156	86.8%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	146	1950:1600	0+142	0.0 : 102.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-	-	-	-	344	Inf	Inf	0.0%	
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	411	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	246	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	166	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	38.2	154.2	0.0	192.4	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	38.2	154.2	0.0	192.4	-	-	-	-
1/2+1/1	194	194	-	-	-	1.8	0.6	-	2.5	46.2	3.9	0.6	4.6
1/3	37	37	-	-	-	0.4	0.2	-	0.6	55.3	0.9	0.2	1.0
2/2+2/1	350	350	-	-	-	2.1	0.4	-	2.5	25.9	3.2	0.4	3.6
2/3	141	141	-	-	-	1.6	1.9	-	3.5	90.0	3.4	1.9	5.4
2/4+2/5	231	231	-	-	-	2.6	3.4	-	5.9	92.6	3.8	3.4	7.2
3/1	179	179	-	-	-	1.6	0.6	-	2.2	44.8	4.0	0.6	4.6
3/2+3/3	601	506	-	-	-	9.8	50.5	-	60.3	361.0	13.4	50.5	63.9
4/2+4/1	445	365	-	-	-	7.4	42.8	-	50.2	406.4	12.0	42.8	54.8
4/4+4/3	459	376	-	-	-	7.6	44.1	-	51.7	405.1	11.7	44.1	55.7
5/1	135	135	-	-	-	1.5	2.6	-	4.1	110.3	3.3	2.6	5.9
5/2+5/3	146	142	-	-	-	1.8	7.1	-	8.8	217.8	3.7	7.1	10.8
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

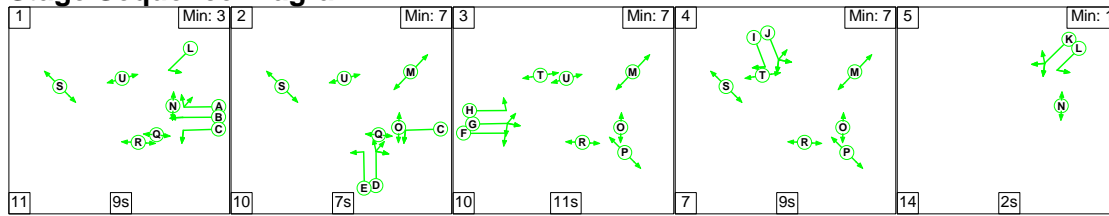
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-35.6	Total Delay for Signalled Lanes (pcuHr):	192.40	Cycle Time (s):	90
	PRC Over All Lanes (%):	-35.6	Total Delay Over All Lanes(pcuHr):	192.40		

Full Input Data And Results

Scenario 7: '2031 DM AM + B + C' (FG7: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')

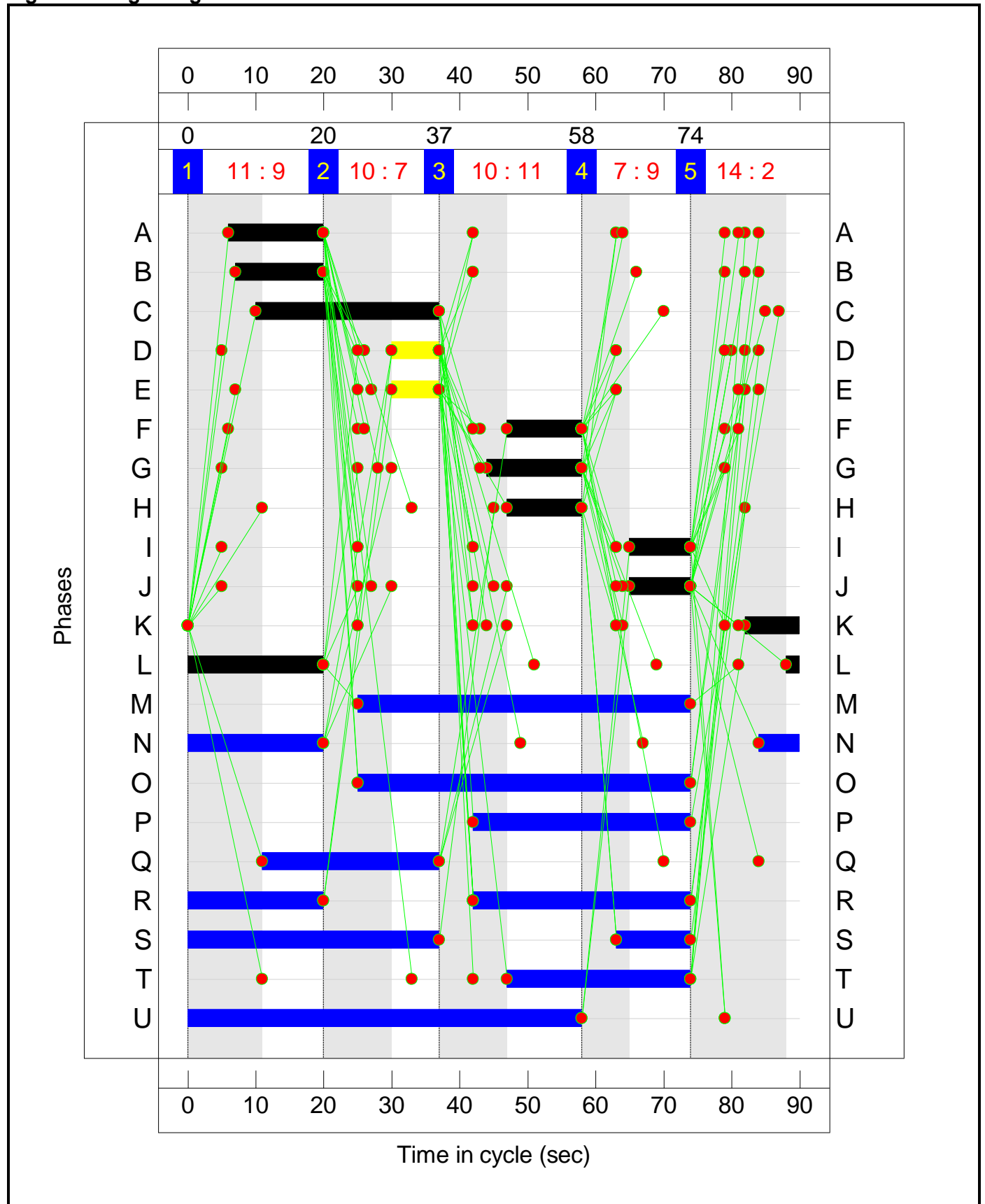
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	9	7	11	9	2
Change Point	0	20	37	58	74

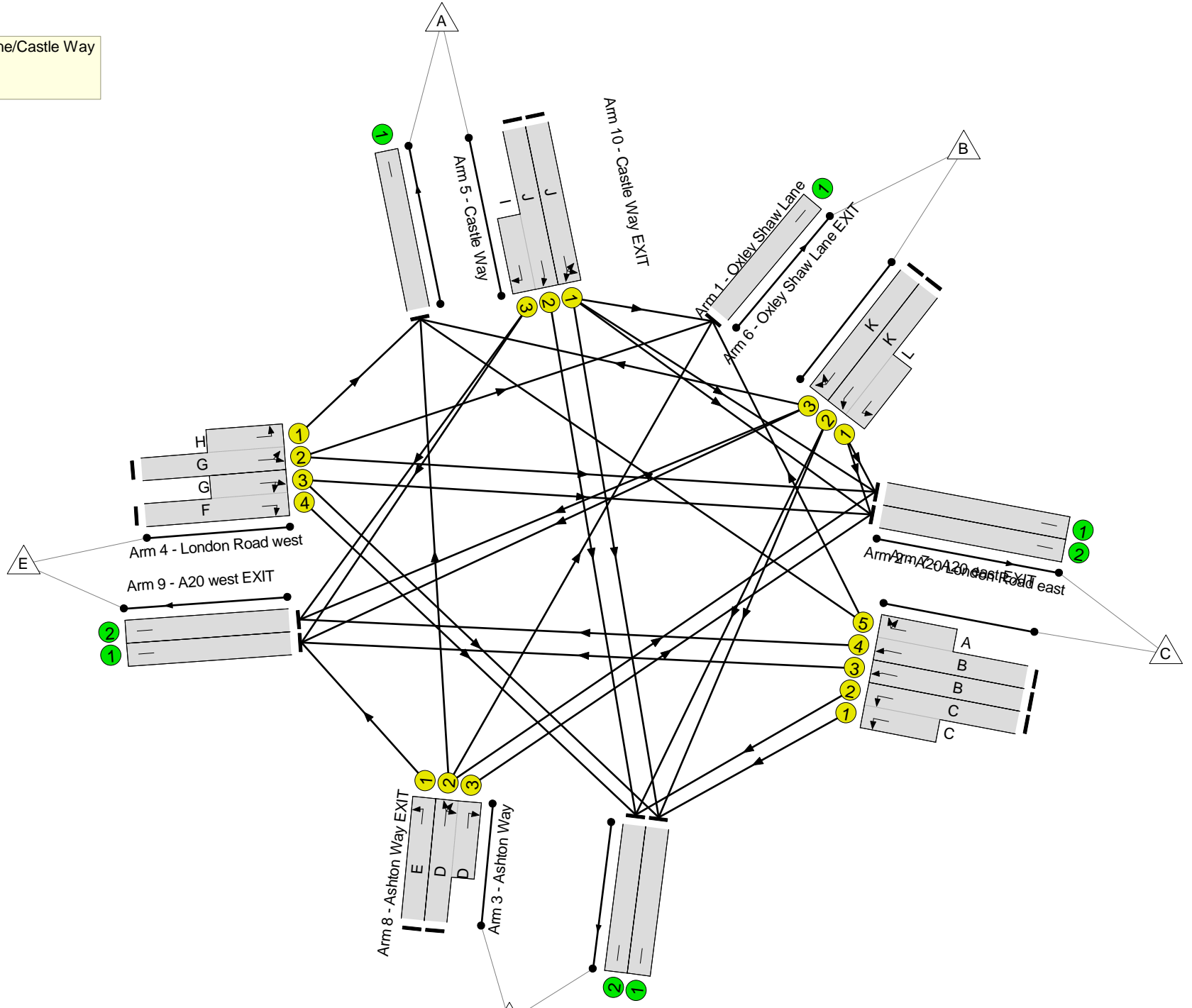
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -4.3 %
 Total Traffic Delay: 62.9 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	93.9%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	8:22	-	210	1950:1750	130+395	40.0 : 40.0%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	8	-	146	1600	160	91.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	27	-	523	1650:1650	356+355	73.6 : 73.6%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	13	-	280	1950	303	92.3%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	13:14	-	350	1950:1600	276+97	93.9 : 93.9%
3/1	Ashton Way Left	U	N/A	N/A	E		1	7	-	144	1750	156	92.6%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	7	-	265	1600:1600	142+142	93.5 : 92.8%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	14:11	-	285	1750:1600	283+45	87.0 : 87.0%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	11:14	-	367	1600:1600	152+244	92.7 : 92.7%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	123	1750	194	63.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	160	1950:1600	0+178	0.0 : 90.0%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%

Full Input Data And Results

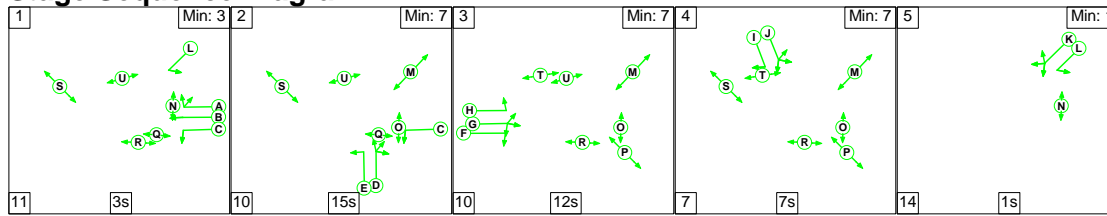
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.9	35.0	0.0	62.9	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	27.9	35.0	0.0	62.9	-	-	-	-
1/2+1/1	210	210	-	-	-	1.7	0.3	-	2.1	35.6	3.2	0.3	3.5
1/3	146	146	-	-	-	1.6	3.5	-	5.1	126.0	3.6	3.5	7.1
2/2+2/1	523	523	-	-	-	3.7	1.4	-	5.1	34.9	5.9	1.4	7.3
2/3	280	280	-	-	-	2.9	4.4	-	7.3	93.6	6.8	4.4	11.2
2/4+2/5	350	350	-	-	-	3.6	5.3	-	8.9	91.1	6.8	5.3	12.1
3/1	144	144	-	-	-	1.6	3.8	-	5.4	135.0	3.6	3.8	7.3
3/2+3/3	265	265	-	-	-	3.0	4.6	-	7.6	103.5	3.3	4.6	7.9
4/2+4/1	285	285	-	-	-	2.9	2.9	-	5.8	73.3	6.1	2.9	9.0
4/4+4/3	367	367	-	-	-	3.7	4.8	-	8.5	83.5	5.7	4.8	10.5
5/1	123	123	-	-	-	1.3	0.8	-	2.1	62.9	2.9	0.8	3.8
5/2+5/3	160	160	-	-	-	1.8	3.3	-	5.0	113.4	3.9	3.3	7.2
6/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-4.3	Total Delay for Signalled Lanes (pcuHr):		62.91	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-4.3	Total Delay Over All Lanes(pcuHr):		62.91					

Full Input Data And Results

Full Input Data And Results

Scenario 8: '2031 DM PM + B + C' (FG8: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')

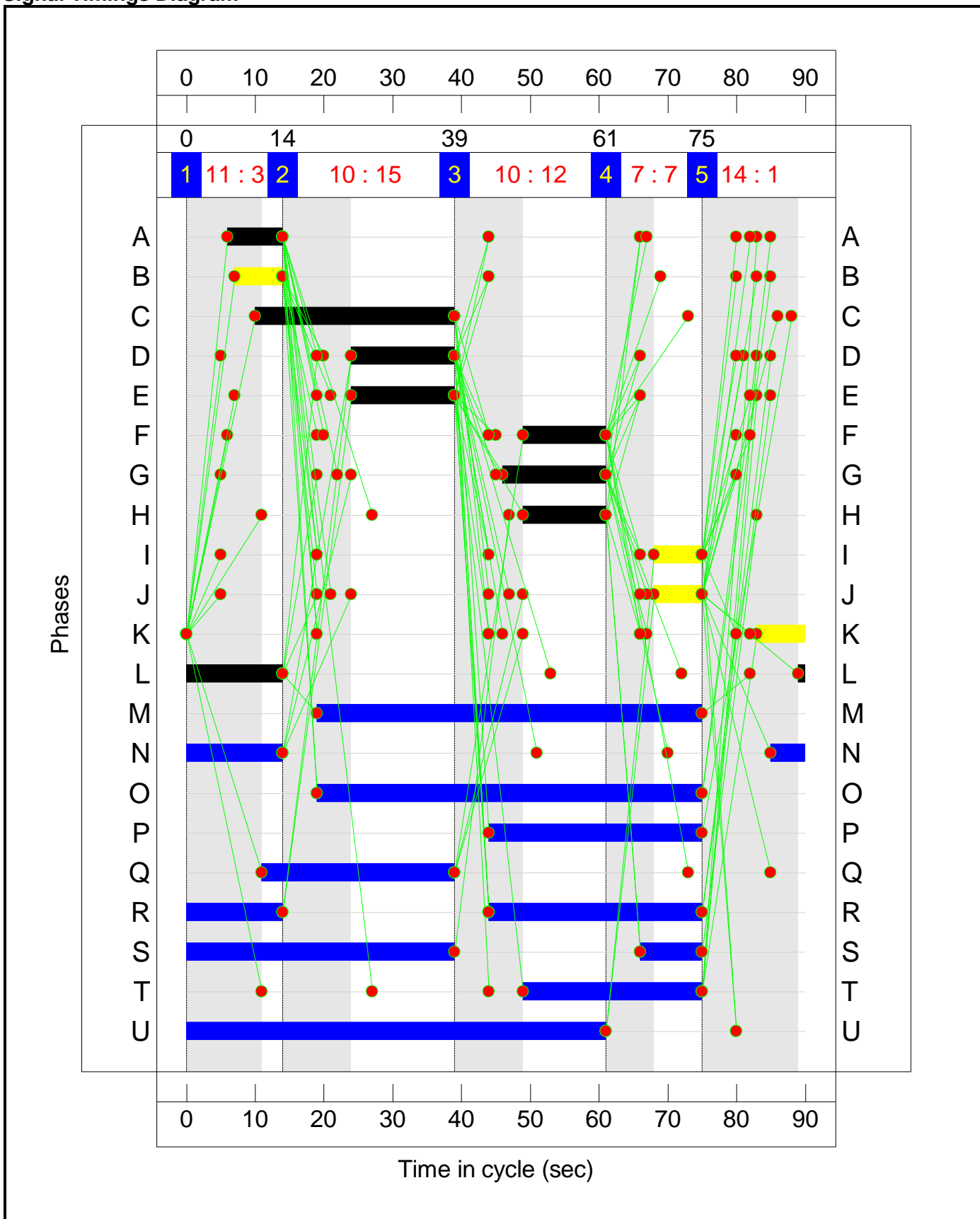
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	15	12	7	1
Change Point	0	14	39	61	75

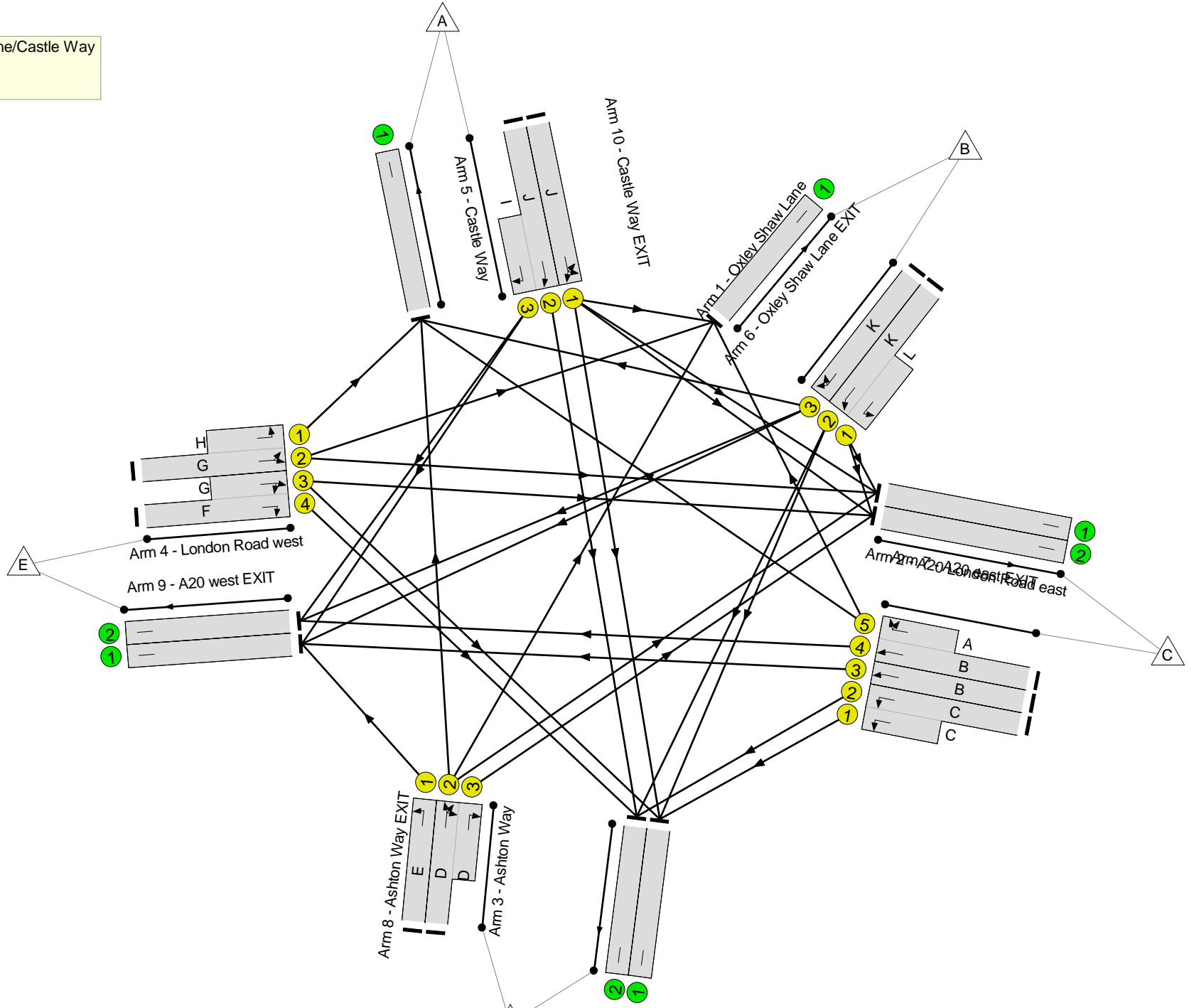
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -37.7 %
 Total Traffic Delay: 214.5 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	123.9%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	123.9%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	194	1950:1750	37+305	56.7 : 56.7%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	37	1600	142	26.0%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	352	1650:1650	374+374	47.0 : 47.0%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	154	1950	173	88.8%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	240	1950:1600	173+80	94.6 : 94.6%
3/1	Ashton Way Left	U	N/A	N/A	E		1	15	-	179	1750	311	57.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	15	-	605	1600:1600	245+244	123.9 : 123.9%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	15:12	-	466	1750:1600	286+94	122.8 : 122.8%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	12:15	-	478	1600:1600	128+260	123.3 : 123.3%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	135	1750	156	86.8%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	146	1950:1600	0+142	0.0 : 102.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-	-	-	-	345	Inf	Inf	0.0%	
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	424	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	255	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	166	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	40.4	174.0	0.0	214.5	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	40.4	174.0	0.0	214.5	-	-	-	-
1/2+1/1	194	194	-	-	-	1.8	0.6	-	2.5	46.2	3.9	0.6	4.6
1/3	37	37	-	-	-	0.4	0.2	-	0.6	55.3	0.9	0.2	1.0
2/2+2/1	352	352	-	-	-	2.2	0.4	-	2.6	26.9	3.3	0.4	3.7
2/3	154	154	-	-	-	1.7	3.0	-	4.8	111.4	3.8	3.0	6.8
2/4+2/5	240	240	-	-	-	2.7	5.1	-	7.7	115.8	4.1	5.1	9.1
3/1	179	179	-	-	-	1.7	0.7	-	2.4	47.4	4.1	0.7	4.7
3/2+3/3	605	488	-	-	-	10.8	60.9	-	71.7	426.7	14.1	60.9	74.9
4/2+4/1	466	380	-	-	-	7.8	45.8	-	53.6	413.8	12.8	45.8	58.6
4/4+4/3	478	388	-	-	-	8.0	47.7	-	55.7	419.3	12.5	47.7	60.2
5/1	135	135	-	-	-	1.5	2.6	-	4.1	110.3	3.3	2.6	5.9
5/2+5/3	146	142	-	-	-	1.8	7.1	-	8.8	217.8	3.7	7.1	10.8
6/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

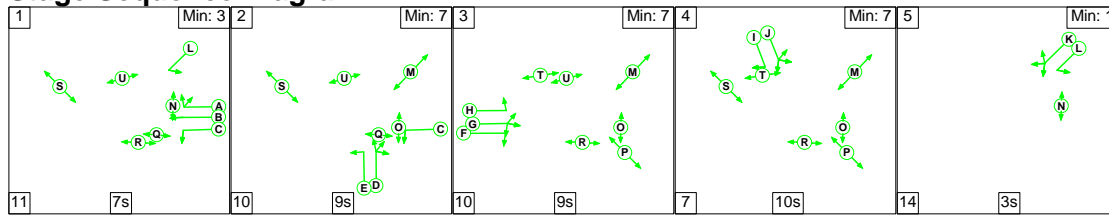
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-37.7	Total Delay for Signalled Lanes (pcuHr):	214.45	Cycle Time (s):	90
	PRC Over All Lanes (%):	-37.7	Total Delay Over All Lanes(pcuHr):	214.45		

Full Input Data And Results

Scenario 9: '2031 DS AM' (FG9: '2031 DS AM', Plan 1: 'Network Control Plan 1')

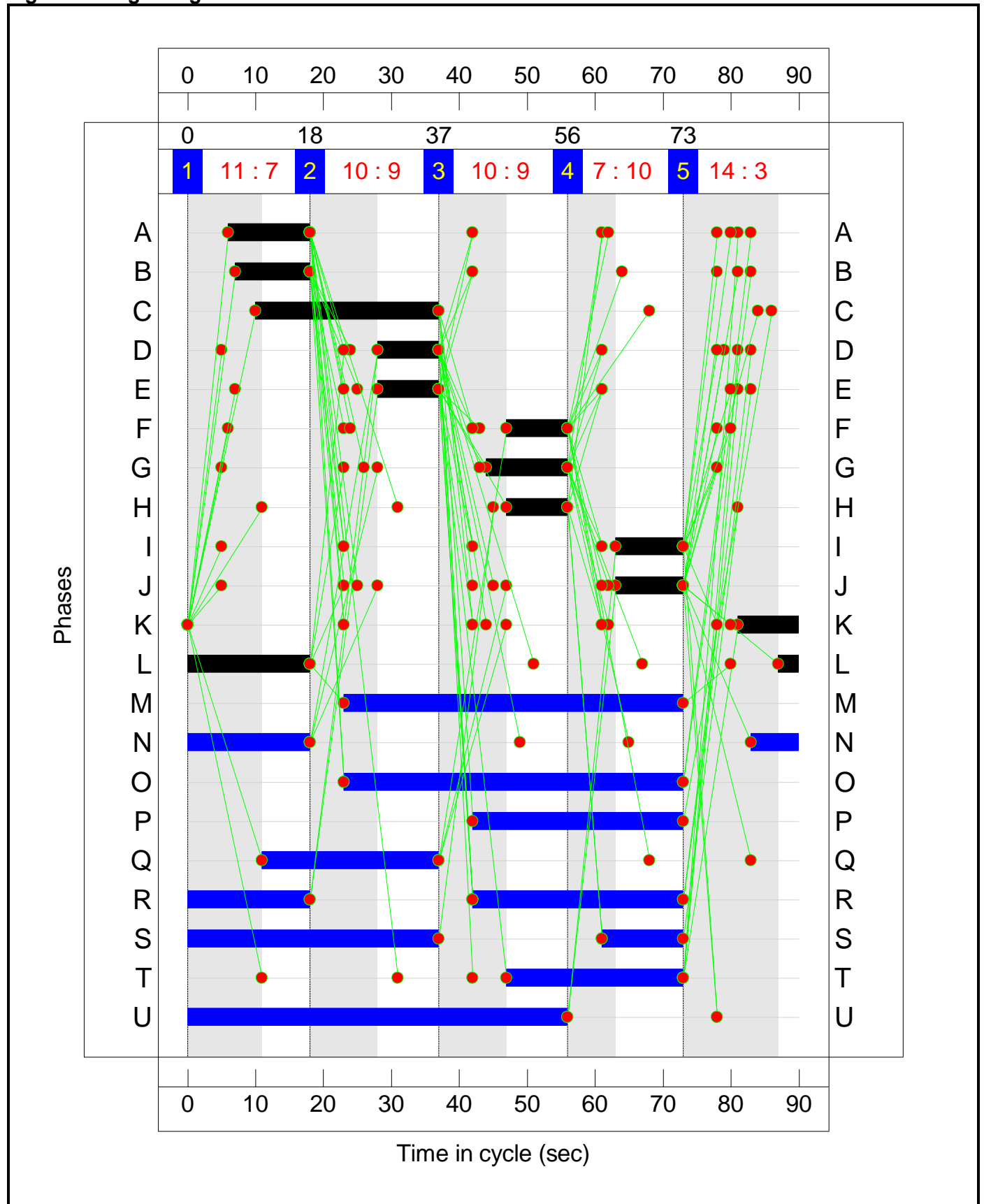
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	7	9	9	10	3
Change Point	0	18	37	56	73

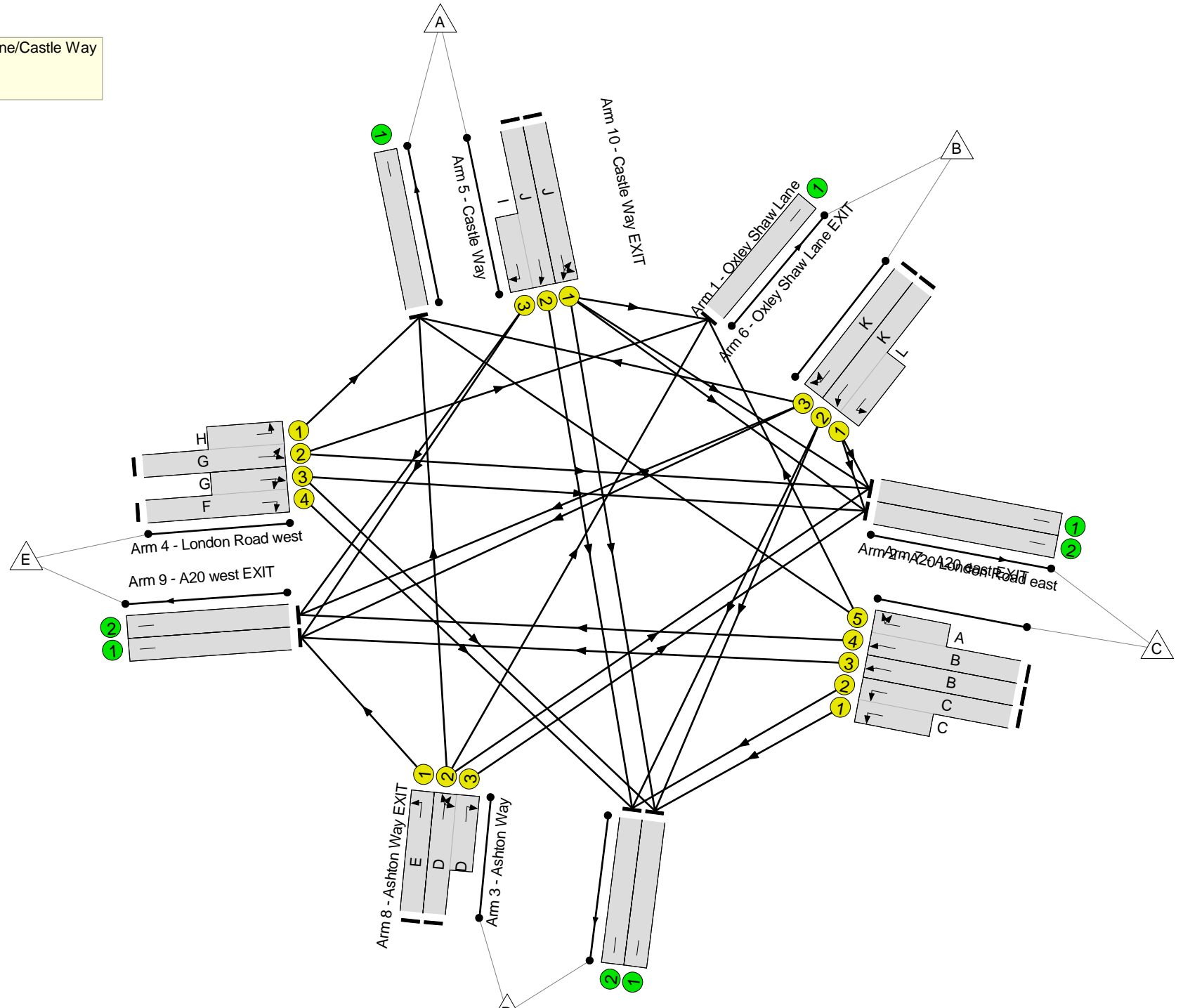
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -1.9 %
 Total Traffic Delay: 55.0 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	9:21	-	220	1950:1750	127+380	43.5 : 43.5%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	9	-	163	1600	178	91.7%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	27	-	591	1650:1650	356+355	83.1 : 83.1%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	11	-	232	1950	260	89.2%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	11:12	-	309	1950:1600	244+93	91.6 : 91.6%
3/1	Ashton Way Left	U	N/A	N/A	E		1	9	-	176	1750	194	90.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	9	-	281	1600:1600	178+178	79.3 : 78.8%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	12:9	-	257	1750:1600	248+50	86.4 : 86.4%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	9:12	-	260	1600:1600	74+227	86.4 : 86.4%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	10	-	129	1750	214	60.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	10	-	164	1950:1600	0+196	0.0 : 83.9%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%

Full Input Data And Results

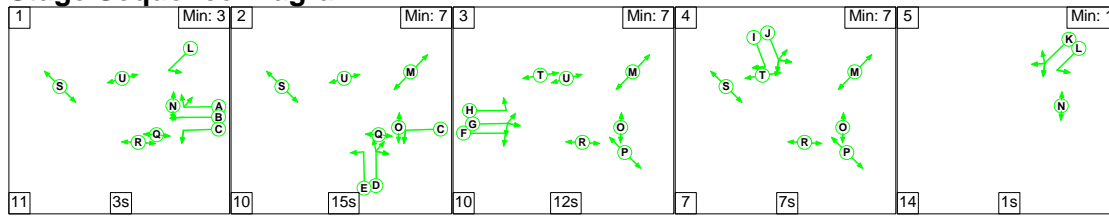
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.1	27.9	0.0	55.0	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	27.1	27.9	0.0	55.0	-	-	-	-
1/2+1/1	220	220	-	-	-	1.9	0.4	-	2.2	36.7	3.4	0.4	3.8
1/3	163	163	-	-	-	1.8	3.7	-	5.5	120.9	4.0	3.7	7.7
2/2+2/1	591	591	-	-	-	4.3	2.4	-	6.7	40.7	8.0	2.4	10.4
2/3	232	232	-	-	-	2.5	3.3	-	5.8	90.3	5.7	3.3	9.0
2/4+2/5	309	309	-	-	-	3.2	4.2	-	7.5	86.9	5.7	4.2	9.9
3/1	176	176	-	-	-	1.9	3.5	-	5.4	110.5	4.3	3.5	7.8
3/2+3/3	281	281	-	-	-	3.0	1.8	-	4.8	62.0	3.4	1.8	5.2
4/2+4/1	257	257	-	-	-	2.7	2.8	-	5.5	76.4	5.2	2.8	8.0
4/4+4/3	260	260	-	-	-	2.7	2.8	-	5.5	76.2	4.7	2.8	7.5
5/1	129	129	-	-	-	1.3	0.7	-	2.1	58.3	3.0	0.7	3.8
5/2+5/3	164	164	-	-	-	1.8	2.3	-	4.0	88.5	4.0	2.3	6.3
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.9	Total Delay for Signalled Lanes (pcuHr):		55.00	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-1.9	Total Delay Over All Lanes(pcuHr):		55.00					

Full Input Data And Results

Full Input Data And Results

Scenario 10: '2031 DS PM' (FG10: '2031 DS PM', Plan 1: 'Network Control Plan 1')

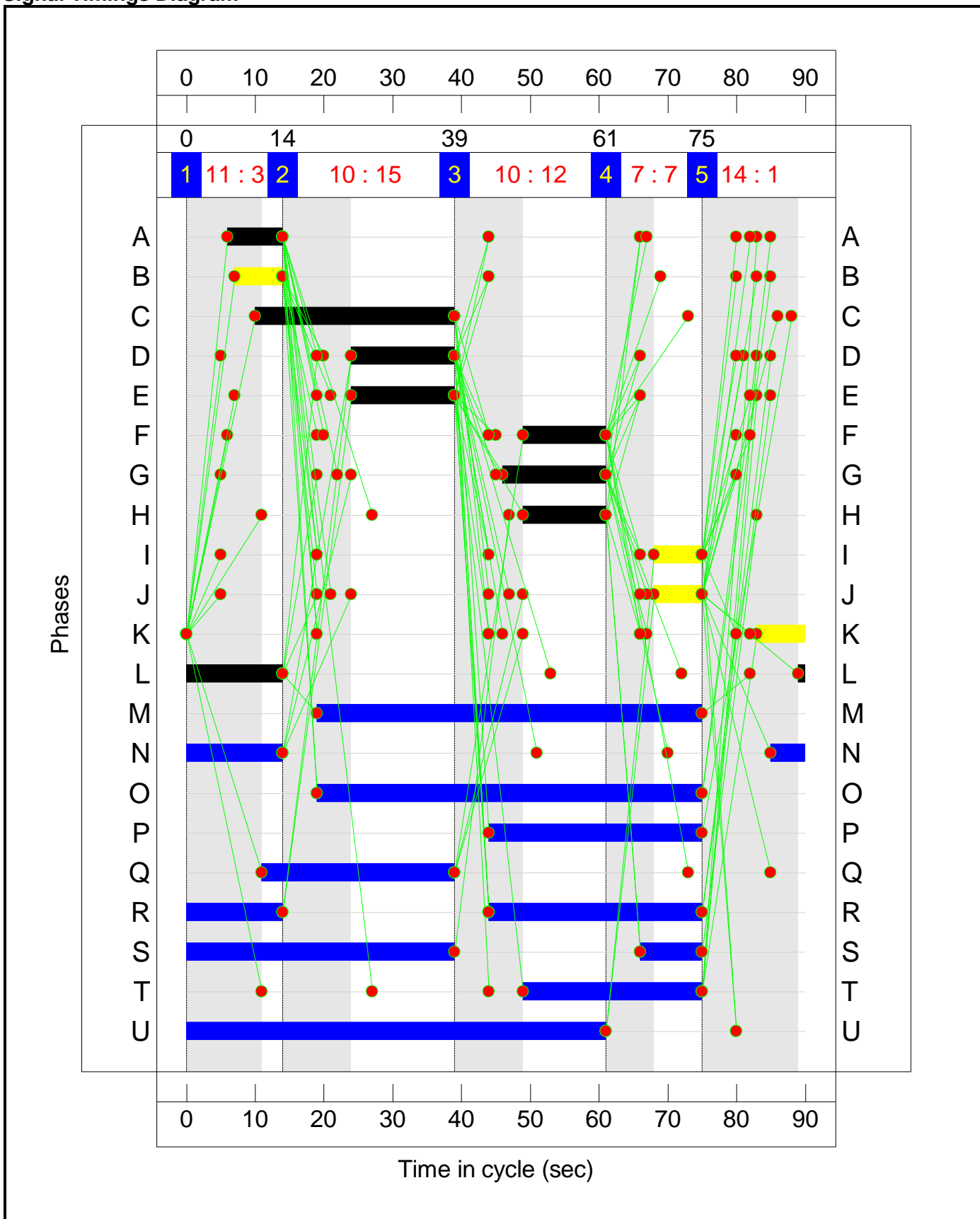
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	15	12	7	1
Change Point	0	14	39	61	75

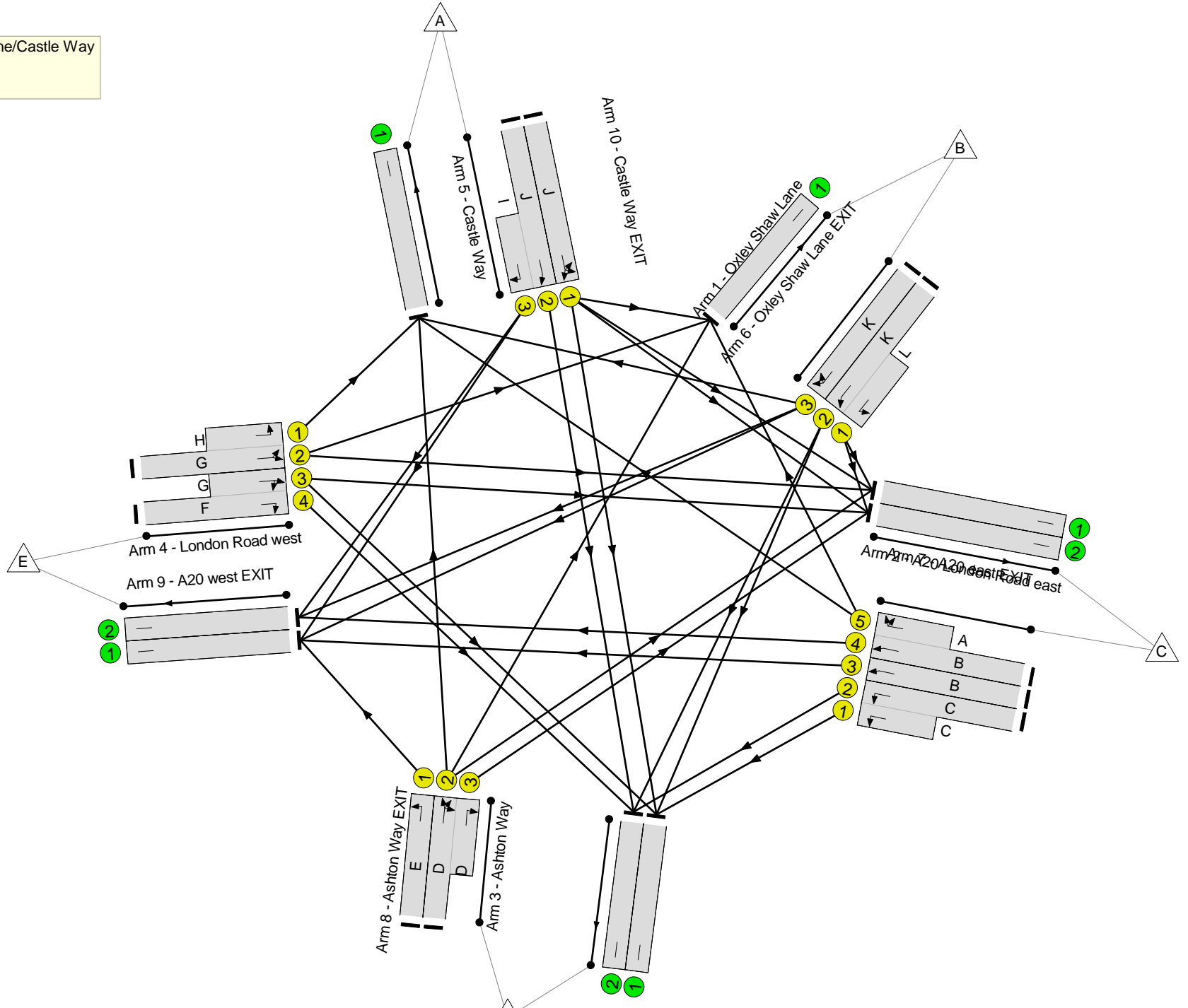
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -36.0 %
 Total Traffic Delay: 204.7 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	122.4%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	122.4%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	171	1950:1750	47+302	48.9 : 48.9%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	46	1600	142	32.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	363	1650:1650	375+373	48.6 : 48.6%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	153	1950	173	88.3%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	240	1950:1600	173+85	92.9 : 92.9%
3/1	Ashton Way Left	U	N/A	N/A	E		1	15	-	194	1750	311	62.4%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	15	-	588	1600:1600	245+236	122.3 : 122.3%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	15:12	-	467	1750:1600	285+96	122.4 : 122.4%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	12:15	-	432	1600:1600	87+267	122.1 : 122.1%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	132	1750	156	84.9%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	156	1950:1600	0+142	0.0 : 109.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	39.4	165.3	0.0	204.7	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	39.4	165.3	0.0	204.7	-	-	-	-
1/2+1/1	171	171	-	-	-	1.6	0.5	-	2.1	43.9	3.3	0.5	3.8
1/3	46	46	-	-	-	0.5	0.2	-	0.7	57.1	1.1	0.2	1.3
2/2+2/1	363	363	-	-	-	2.3	0.5	-	2.7	27.2	3.4	0.5	3.9
2/3	153	153	-	-	-	1.7	2.9	-	4.6	109.3	3.7	2.9	6.7
2/4+2/5	240	240	-	-	-	2.7	4.4	-	7.1	106.1	4.0	4.4	8.4
3/1	194	194	-	-	-	1.8	0.8	-	2.7	49.4	4.5	0.8	5.3
3/2+3/3	588	481	-	-	-	10.3	56.2	-	66.4	406.8	13.6	56.2	69.7
4/2+4/1	467	382	-	-	-	7.8	45.3	-	53.1	409.0	12.8	45.3	58.1
4/4+4/3	432	354	-	-	-	7.1	41.6	-	48.7	406.0	11.8	41.6	53.5
5/1	132	132	-	-	-	1.5	2.3	-	3.8	104.2	3.2	2.3	5.6
5/2+5/3	156	142	-	-	-	2.2	10.6	-	12.8	294.5	4.2	10.6	14.8
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

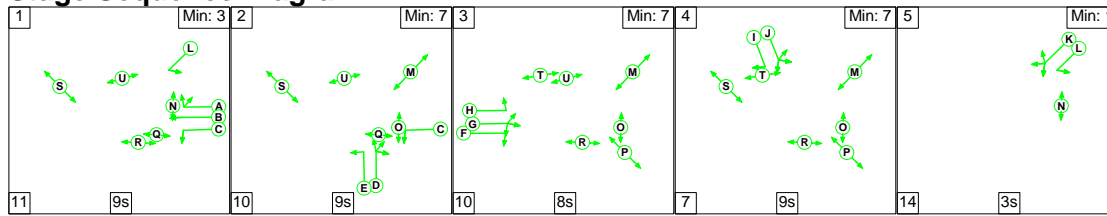
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-36.0	Total Delay for Signalled Lanes (pcuHr):	204.74	Cycle Time (s):	90
	PRC Over All Lanes (%):	-36.0	Total Delay Over All Lanes(pcuHr):	204.74		

Full Input Data And Results

Scenario 11: '2031 DS AM + B' (FG11: '2031 DS AM + B', Plan 1: 'Network Control Plan 1')

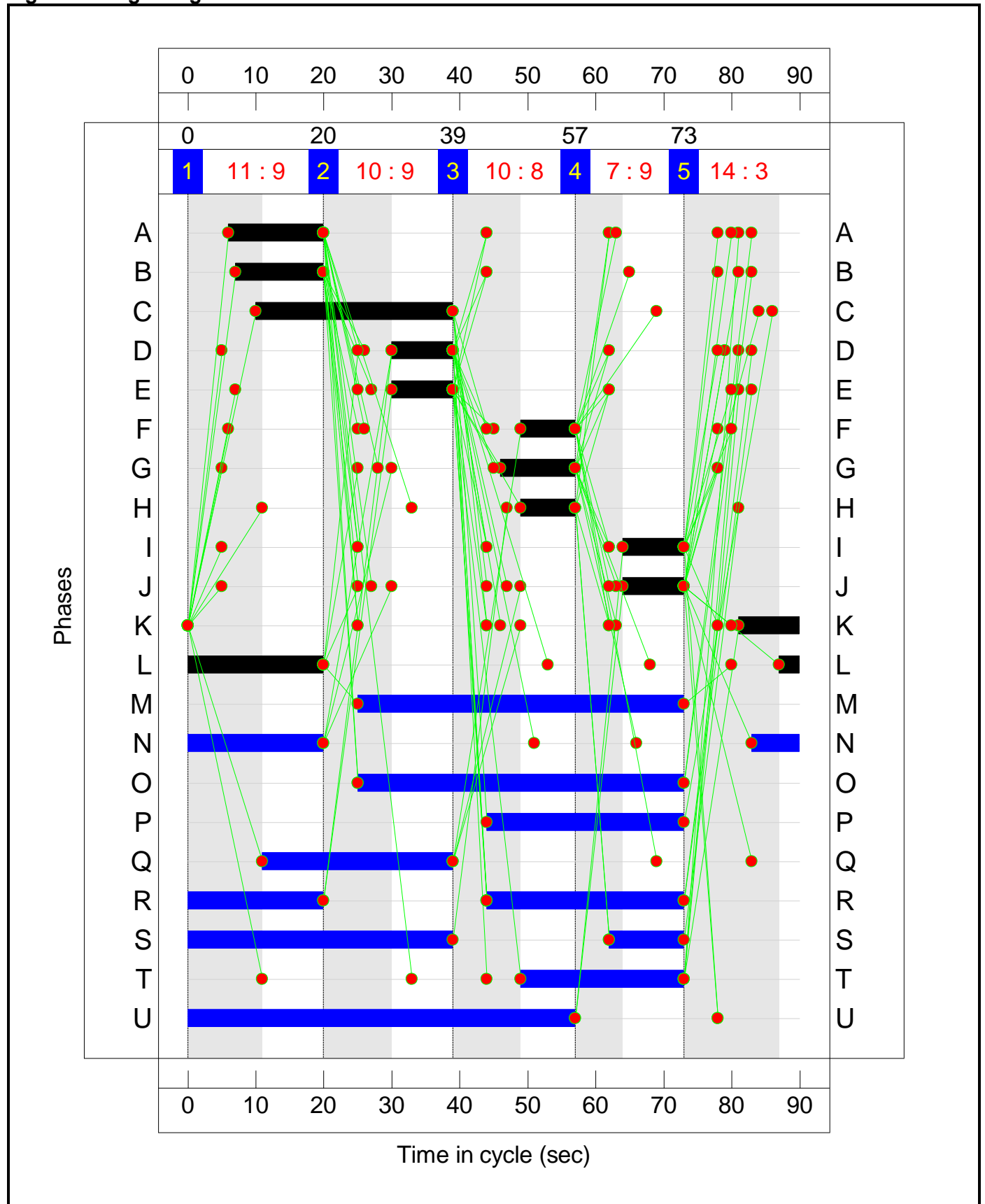
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	9	9	8	9	3
Change Point	0	20	39	57	73

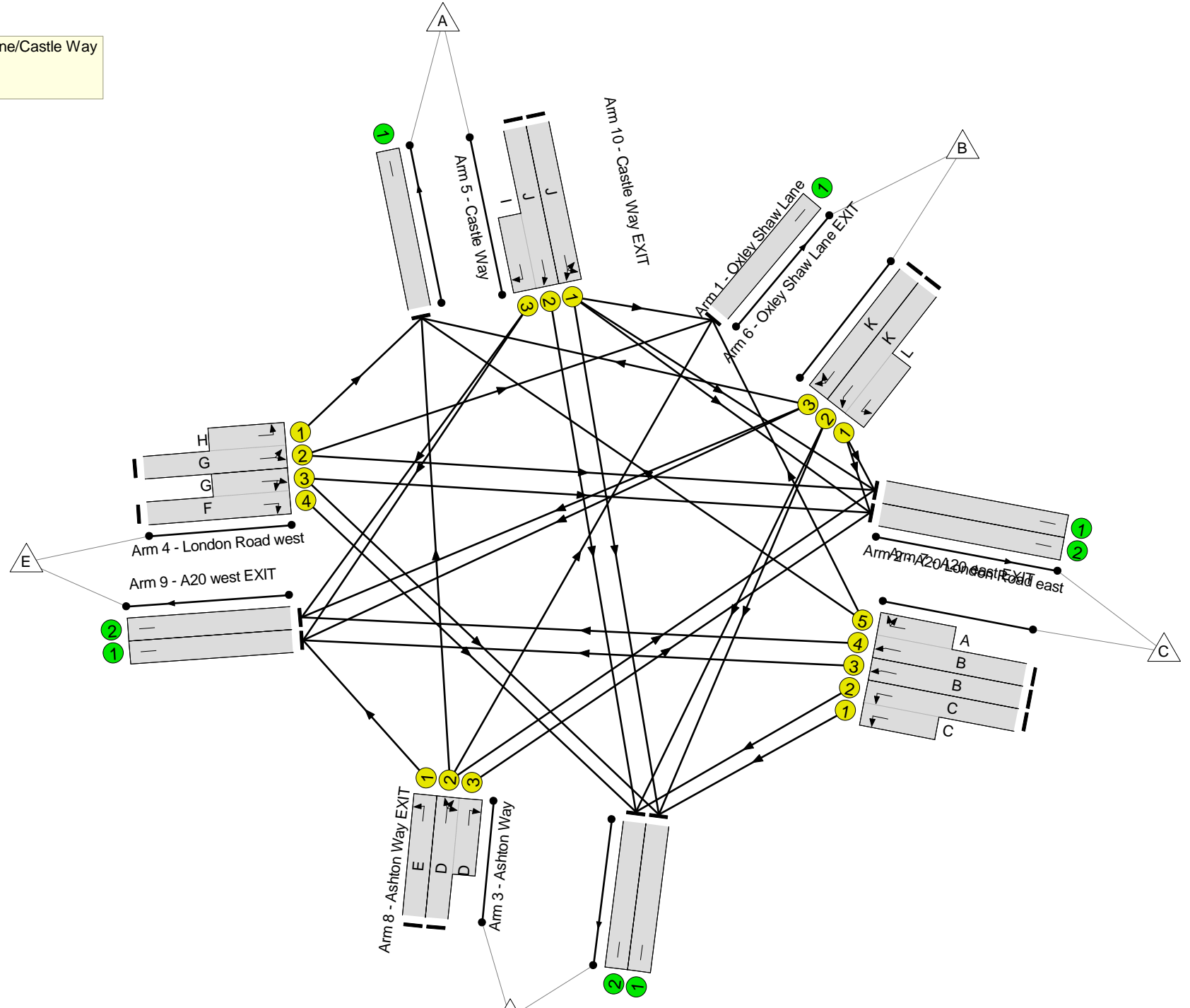
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -2.5 %
 Total Traffic Delay: 58.8 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	9:23	-	220	1950:1750	137+410	40.3 : 40.3%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	9	-	163	1600	178	91.7%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	597	1650:1650	374+373	79.8 : 79.8%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	13	-	265	1950	303	87.4%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	13:14	-	334	1950:1600	277+94	90.1 : 90.1%
3/1	Ashton Way Left	U	N/A	N/A	E		1	9	-	176	1750	194	90.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	9	-	283	1600:1600	178+178	79.9 : 79.3%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	11:8	-	256	1750:1600	232+47	91.9 : 91.9%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	8:11	-	279	1600:1600	92+212	91.8 : 91.8%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	129	1750	194	66.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	164	1950:1600	0+178	0.0 : 92.3%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%

Full Input Data And Results

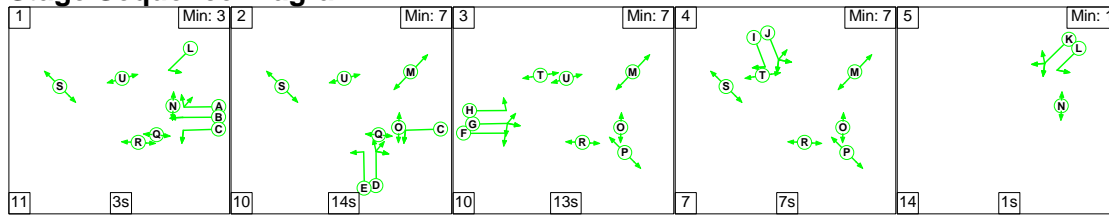
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.6	31.1	0.0	58.8	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	27.6	31.1	0.0	58.8	-	-	-	-
1/2+1/1	220	220	-	-	-	1.8	0.3	-	2.1	34.7	3.3	0.3	3.6
1/3	163	163	-	-	-	1.8	3.7	-	5.5	120.9	4.0	3.7	7.7
2/2+2/1	597	597	-	-	-	4.1	1.9	-	6.0	36.3	7.8	1.9	9.7
2/3	265	265	-	-	-	2.7	3.0	-	5.7	77.8	6.4	3.0	9.4
2/4+2/5	334	334	-	-	-	3.3	3.8	-	7.1	76.6	6.4	3.8	10.1
3/1	176	176	-	-	-	1.9	3.5	-	5.4	110.5	4.3	3.5	7.8
3/2+3/3	283	283	-	-	-	3.1	1.9	-	4.9	62.6	3.4	1.9	5.3
4/2+4/1	256	256	-	-	-	2.7	4.1	-	6.9	96.5	5.3	4.1	9.4
4/4+4/3	279	279	-	-	-	3.0	4.2	-	7.2	92.5	4.8	4.2	9.0
5/1	129	129	-	-	-	1.4	1.0	-	2.3	65.1	3.1	1.0	4.0
5/2+5/3	164	164	-	-	-	1.8	3.8	-	5.6	123.6	4.1	3.8	7.9
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-2.5	Total Delay for Signalled Lanes (pcuHr):		58.77	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-2.5	Total Delay Over All Lanes(pcuHr):		58.77					

Full Input Data And Results

Full Input Data And Results

Scenario 12: '2031 DS PM + B' (FG12: '2031 DS PM + B', Plan 1: 'Network Control Plan 1')

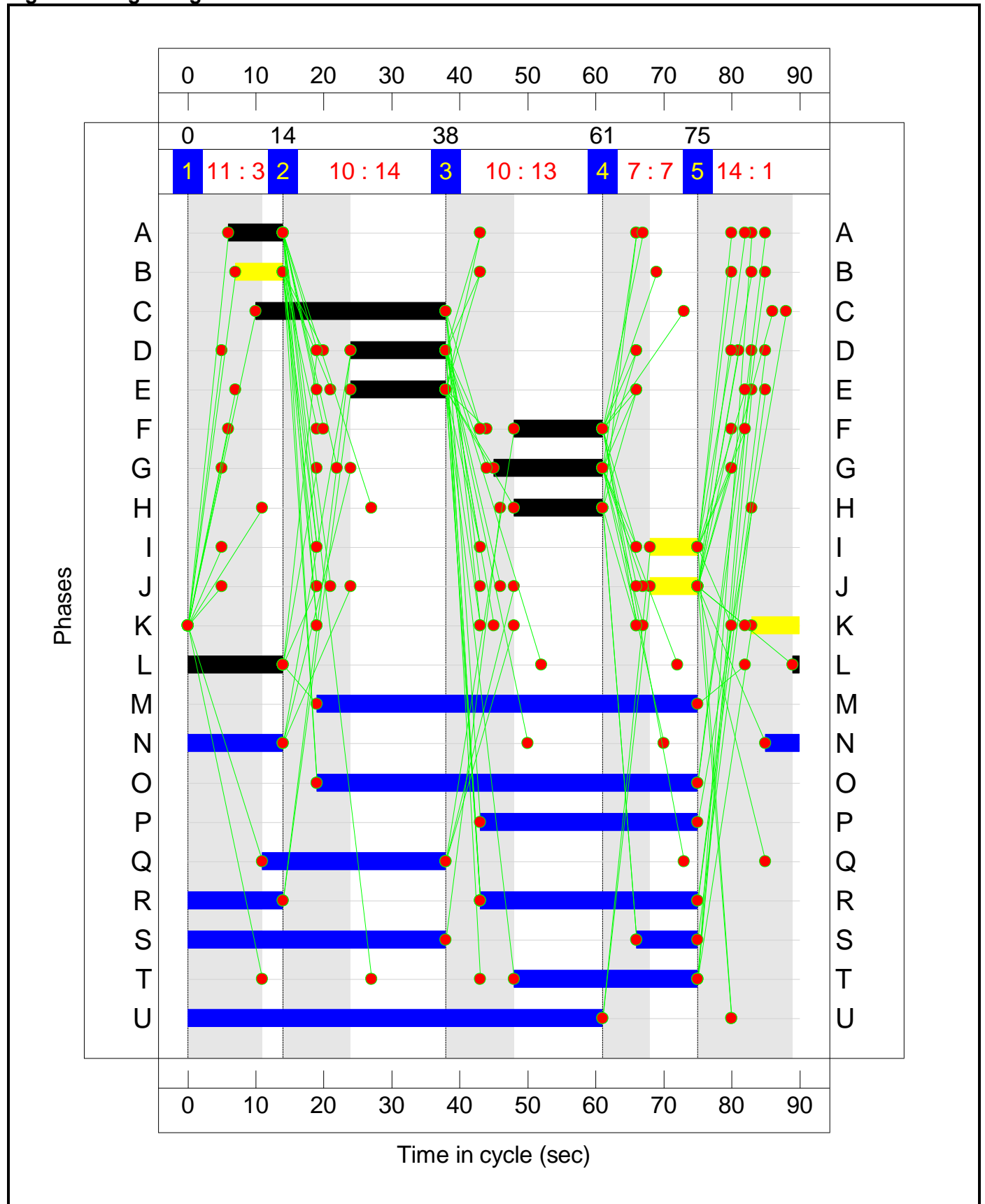
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	14	13	7	1
Change Point	0	14	38	61	75

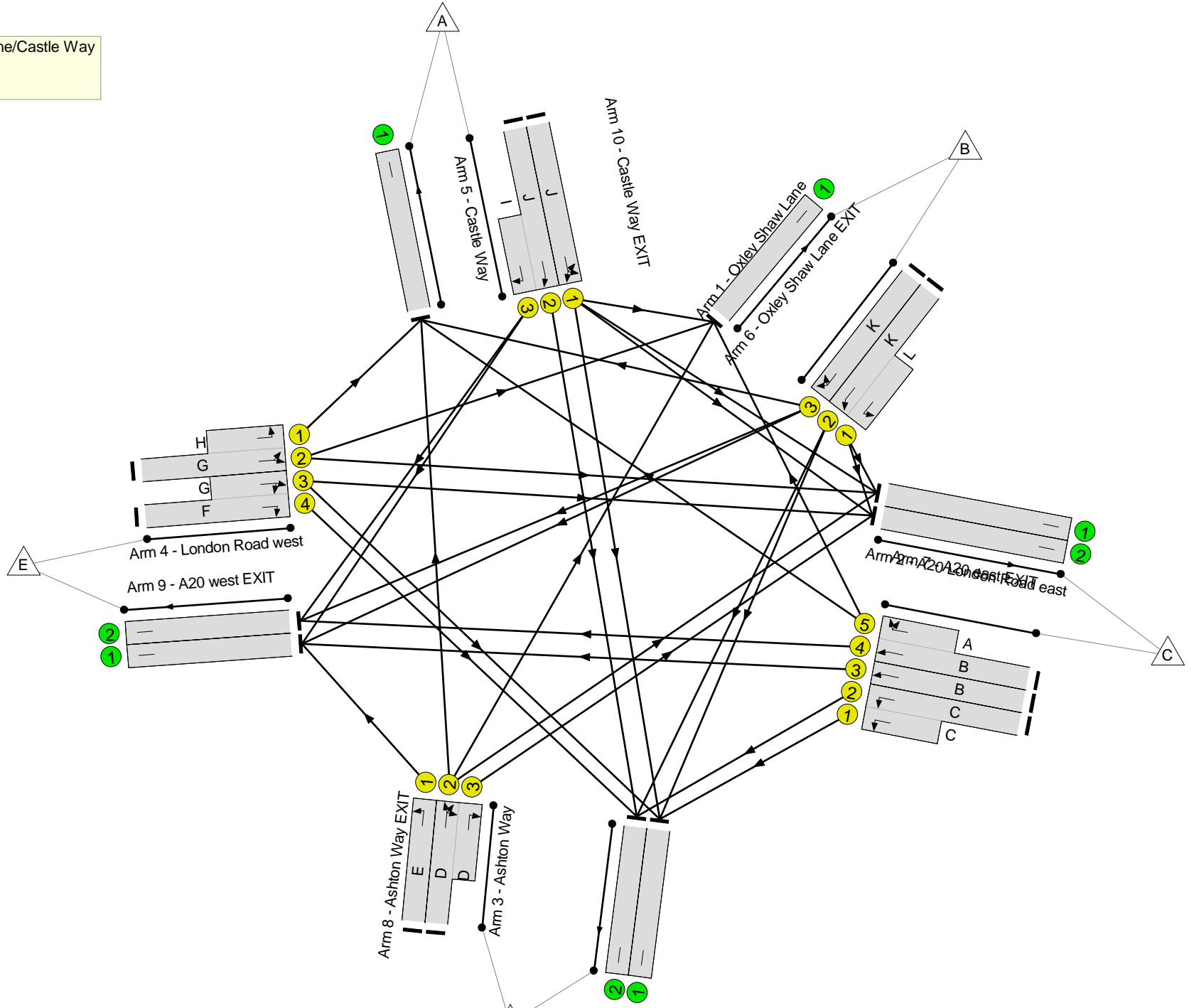
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
PRC: -39.6 %
Total Traffic Delay: 220.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	125.7%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	125.7%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	171	1950:1750	47+302	48.9 : 48.9%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	46	1600	142	32.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	28	-	365	1650:1650	365+363	50.1 : 50.1%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	164	1950	173	94.6%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	251	1950:1600	173+80	99.2 : 99.2%
3/1	Ashton Way Left	U	N/A	N/A	E		1	14	-	194	1750	292	66.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	14	-	592	1600:1600	236+236	125.7 : 125.7%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	16:13	-	488	1750:1600	301+96	123.0 : 123.0%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	13:16	-	451	1600:1600	94+280	120.7 : 120.7%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	132	1750	156	84.9%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	156	1950:1600	0+142	0.0 : 109.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-	-	-	-	308	Inf	Inf	0.0%	
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	458	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	273	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	169	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	41.0	179.4	0.0	220.4	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	41.0	179.4	0.0	220.4	-	-	-	-
1/2+1/1	171	171	-	-	-	1.6	0.5	-	2.1	43.9	3.3	0.5	3.8
1/3	46	46	-	-	-	0.5	0.2	-	0.7	57.1	1.1	0.2	1.3
2/2+2/1	365	365	-	-	-	2.4	0.5	-	2.9	28.2	3.5	0.5	4.0
2/3	164	164	-	-	-	1.9	4.5	-	6.3	139.2	4.1	4.5	8.5
2/4+2/5	251	251	-	-	-	2.8	7.4	-	10.2	147.0	4.3	7.4	11.7
3/1	194	194	-	-	-	1.9	1.0	-	2.9	53.2	4.5	1.0	5.5
3/2+3/3	592	471	-	-	-	11.0	62.8	-	73.8	448.8	13.8	62.8	76.6
4/2+4/1	488	397	-	-	-	8.1	48.1	-	56.2	414.7	13.6	48.1	61.7
4/4+4/3	451	374	-	-	-	7.2	41.5	-	48.7	388.4	12.3	41.5	53.7
5/1	132	132	-	-	-	1.5	2.3	-	3.8	104.2	3.2	2.3	5.6
5/2+5/3	156	142	-	-	-	2.2	10.6	-	12.8	294.5	4.2	10.6	14.8
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

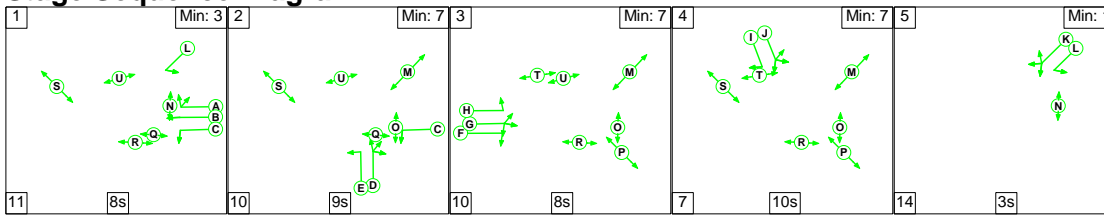
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-39.6	Total Delay for Signalled Lanes (pcuHr):	220.39	Cycle Time (s):	90
	PRC Over All Lanes (%):	-39.6	Total Delay Over All Lanes(pcuHr):	220.39		

Full Input Data And Results

Scenario 13: '2031 DS AM + C' (FG13: '2031 DS AM + C', Plan 1: 'Network Control Plan 1')

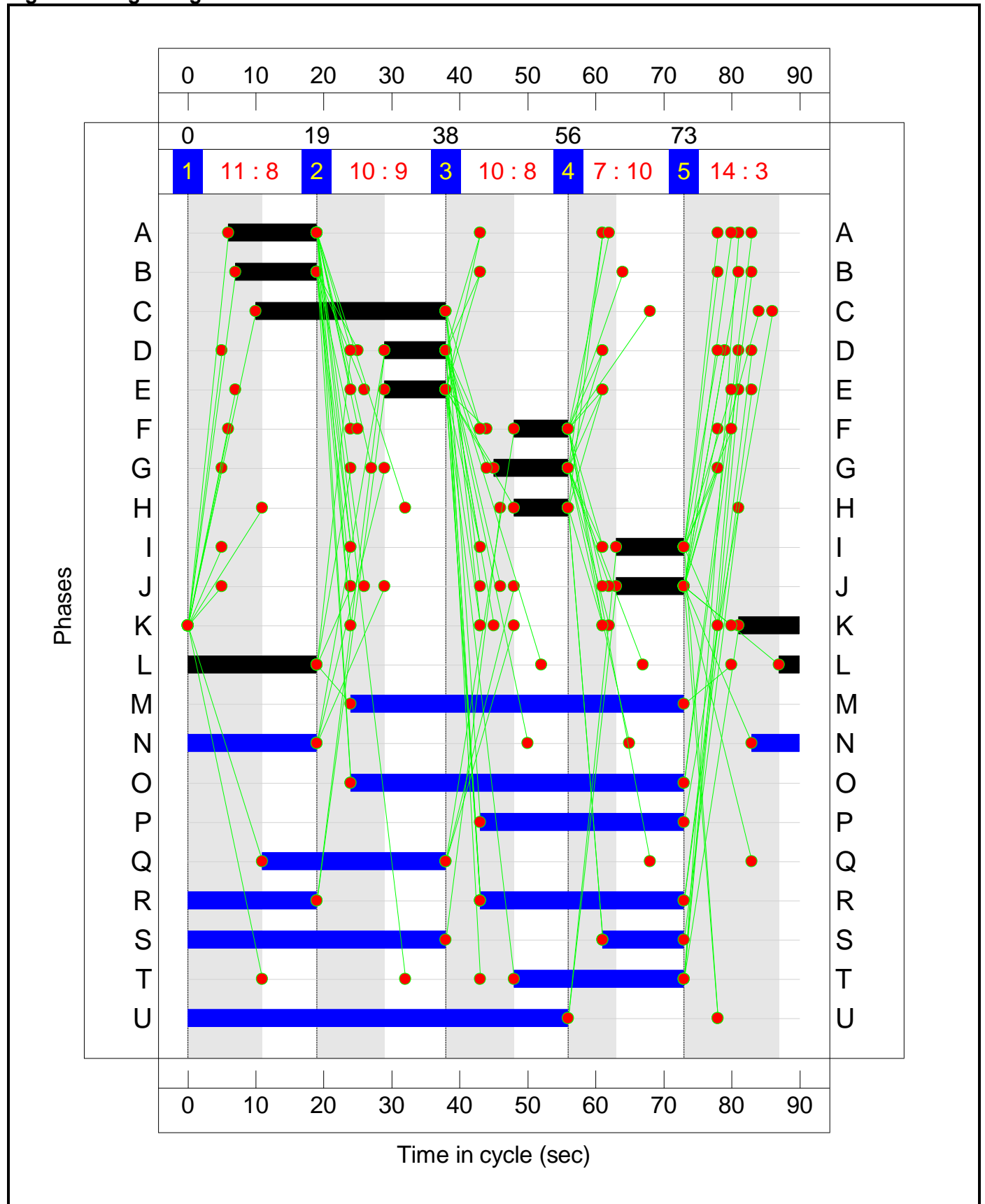
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	8	9	8	10	3
Change Point	0	19	38	56	73

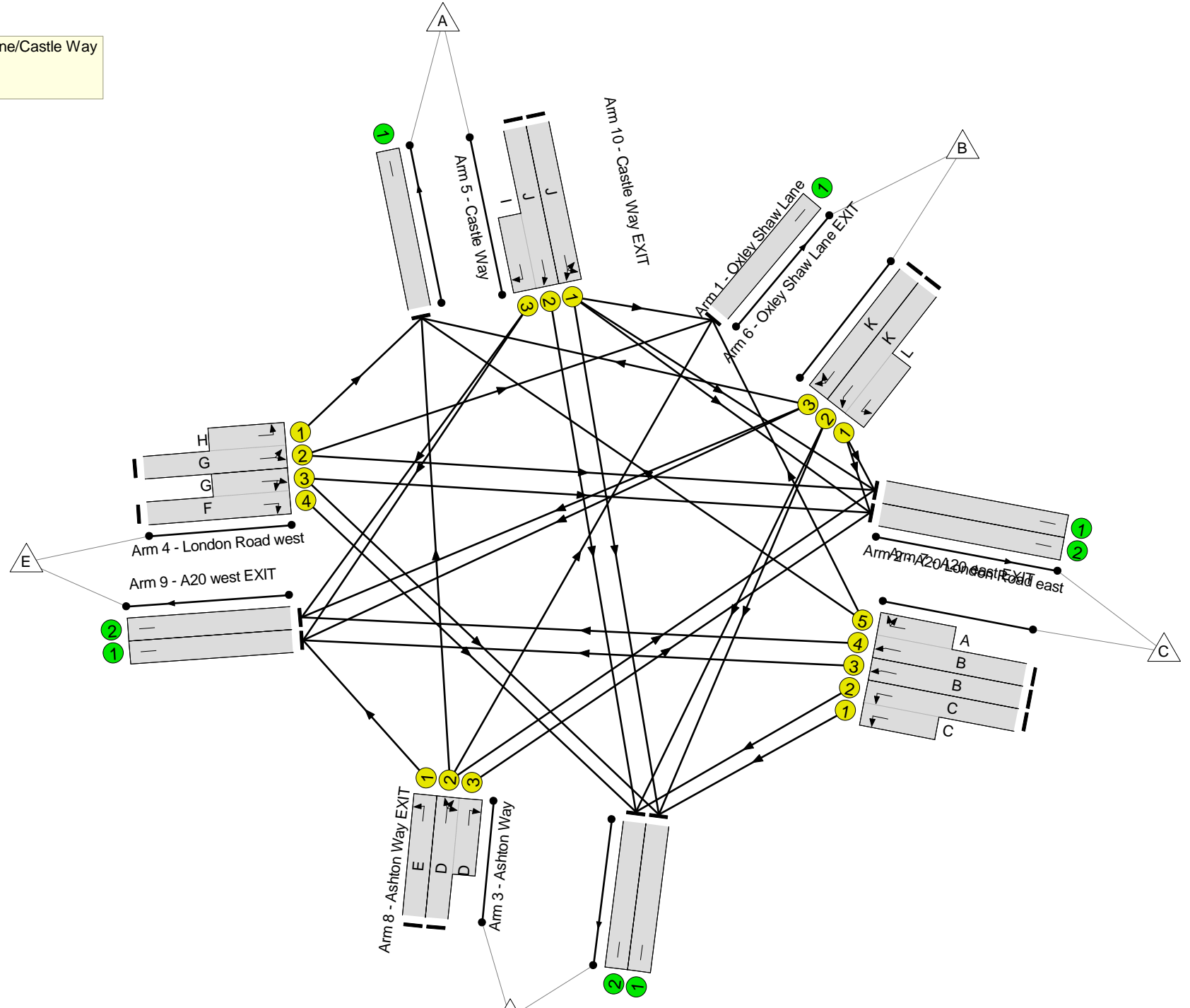
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -1.9 %
 Total Traffic Delay: 55.3 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	9:22	-	220	1950:1750	132+395	41.8 : 41.8%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	9	-	163	1600	178	91.7%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	28	-	605	1650:1650	365+364	83.0 : 83.0%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	12	-	239	1950	282	84.9%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	12:13	-	313	1950:1600	260+97	87.8 : 87.8%
3/1	Ashton Way Left	U	N/A	N/A	E		1	9	-	176	1750	194	90.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	9	-	285	1600:1600	178+178	80.4 : 79.9%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	11:8	-	253	1750:1600	232+47	90.6 : 90.6%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	8:11	-	268	1600:1600	83+213	90.7 : 90.7%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	10	-	129	1750	214	60.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	10	-	164	1950:1600	0+196	0.0 : 83.9%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%

Full Input Data And Results

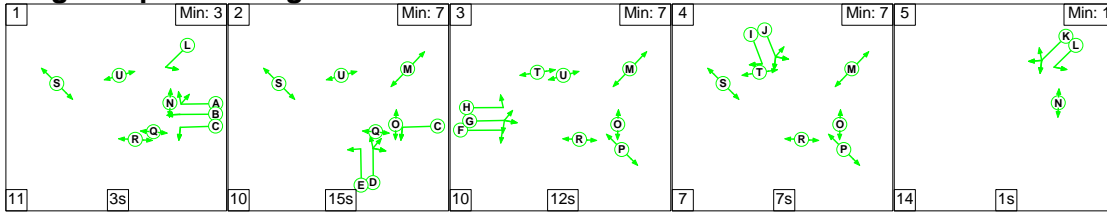
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.3	28.0	0.0	55.3	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	27.3	28.0	0.0	55.3	-	-	-	-
1/2+1/1	220	220	-	-	-	1.8	0.4	-	2.2	35.7	3.3	0.4	3.7
1/3	163	163	-	-	-	1.8	3.7	-	5.5	120.9	4.0	3.7	7.7
2/2+2/1	605	605	-	-	-	4.3	2.3	-	6.7	39.6	8.3	2.3	10.6
2/3	239	239	-	-	-	2.5	2.5	-	5.0	75.3	5.8	2.5	8.3
2/4+2/5	313	313	-	-	-	3.2	3.2	-	6.3	72.7	5.7	3.2	8.9
3/1	176	176	-	-	-	1.9	3.5	-	5.4	110.5	4.3	3.5	7.8
3/2+3/3	285	285	-	-	-	3.1	1.9	-	5.0	63.2	3.5	1.9	5.4
4/2+4/1	253	253	-	-	-	2.7	3.8	-	6.4	91.6	5.2	3.8	9.0
4/4+4/3	268	268	-	-	-	2.9	3.8	-	6.7	89.6	4.7	3.8	8.5
5/1	129	129	-	-	-	1.3	0.7	-	2.1	58.3	3.0	0.7	3.8
5/2+5/3	164	164	-	-	-	1.8	2.3	-	4.0	88.5	4.0	2.3	6.3
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.9	Total Delay for Signalled Lanes (pcuHr):		55.27	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-1.9	Total Delay Over All Lanes(pcuHr):		55.27					

Full Input Data And Results

Full Input Data And Results

Scenario 14: '2031 DS PM + C' (FG14: '2031 DS PM + C', Plan 1: 'Network Control Plan 1')

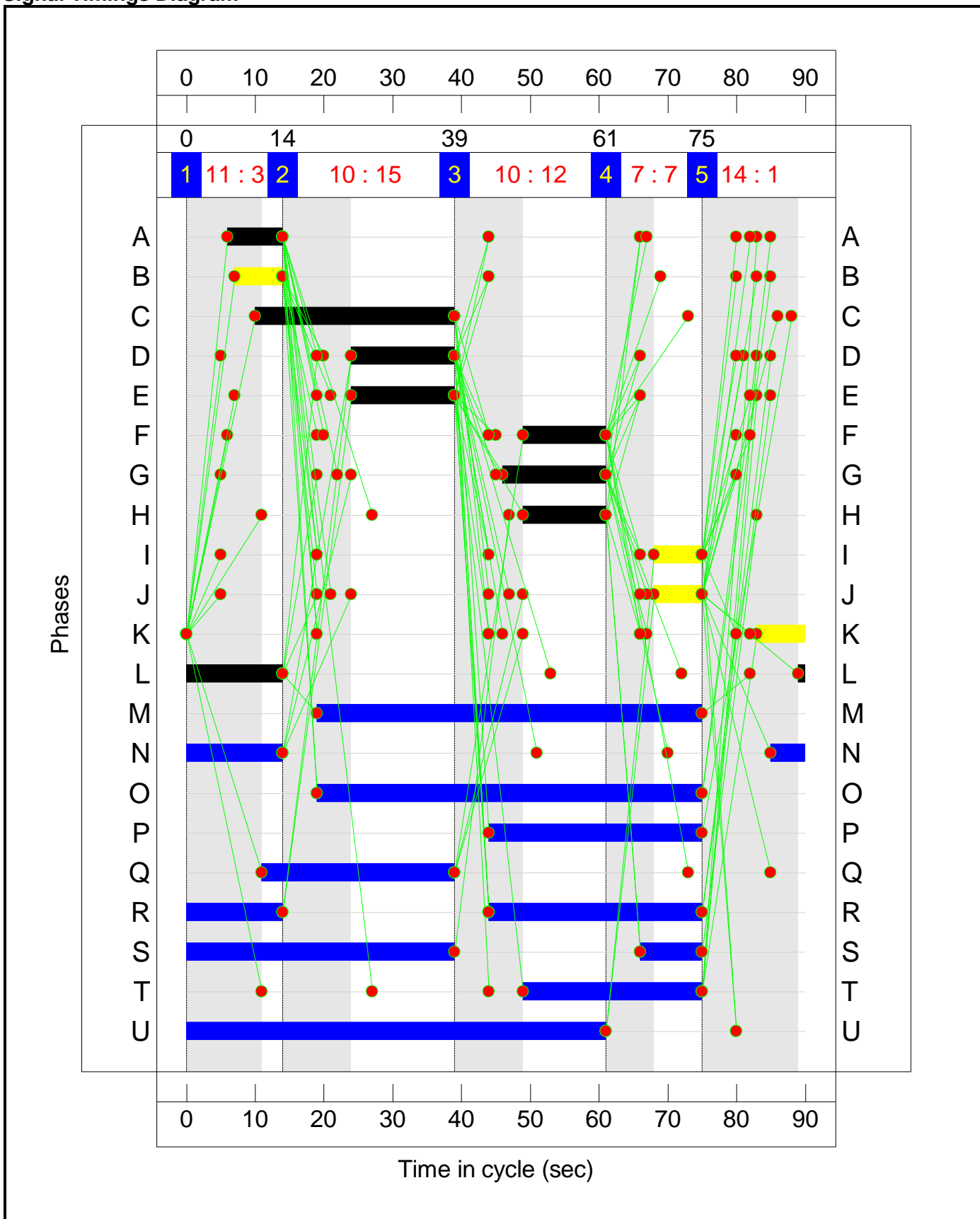
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	15	12	7	1
Change Point	0	14	39	61	75

Signal Timings Diagram



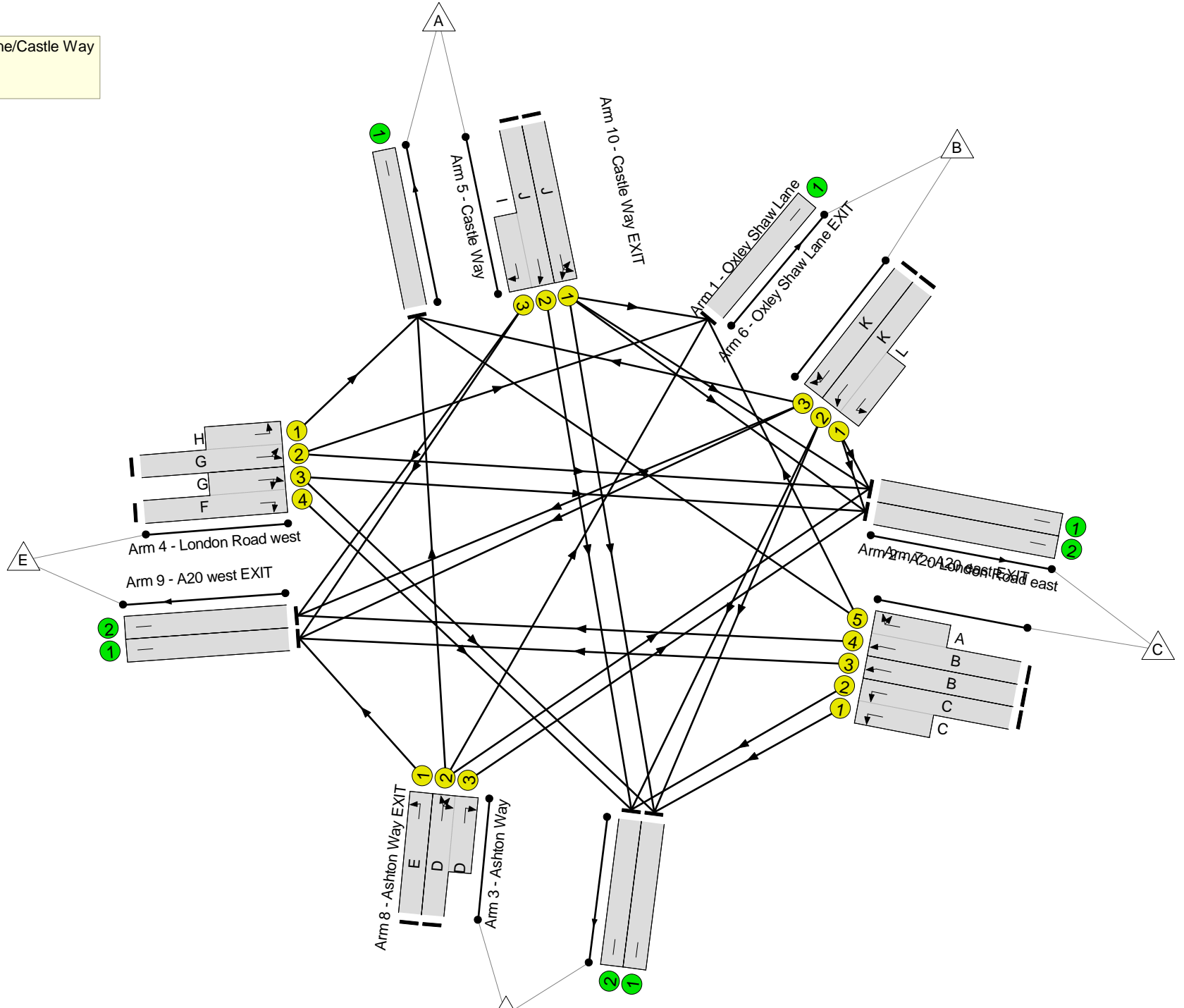
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way

PRC: -37.1 %

Total Traffic Delay: 208.0 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	123.4%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	123.4%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	171	1950:1750	47+302	48.9 : 48.9%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	46	1600	142	32.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	368	1650:1650	374+374	49.2 : 49.2%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	154	1950	173	88.8%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	243	1950:1600	173+83	94.6 : 94.6%
3/1	Ashton Way Left	U	N/A	N/A	E		1	15	-	194	1750	311	62.4%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	15	-	598	1600:1600	244+244	122.3 : 122.3%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	15:12	-	470	1750:1600	285+96	123.4 : 123.4%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	12:15	-	437	1600:1600	95+265	121.3 : 121.3%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	132	1750	156	84.9%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	156	1950:1600	0+142	0.0 : 109.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	39.8	168.2	0.0	208.0	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	39.8	168.2	0.0	208.0	-	-	-	-
1/2+1/1	171	171	-	-	-	1.6	0.5	-	2.1	43.9	3.3	0.5	3.8
1/3	46	46	-	-	-	0.5	0.2	-	0.7	57.1	1.1	0.2	1.3
2/2+2/1	368	368	-	-	-	2.3	0.5	-	2.8	27.2	3.4	0.5	3.9
2/3	154	154	-	-	-	1.7	3.0	-	4.8	111.4	3.8	3.0	6.8
2/4+2/5	243	243	-	-	-	2.7	5.1	-	7.8	115.1	4.1	5.1	9.1
3/1	194	194	-	-	-	1.8	0.8	-	2.7	49.4	4.5	0.8	5.3
3/2+3/3	598	489	-	-	-	10.5	57.2	-	67.6	407.1	13.7	57.2	70.8
4/2+4/1	470	381	-	-	-	7.9	47.0	-	54.9	420.6	13.0	47.0	59.9
4/4+4/3	437	360	-	-	-	7.1	41.0	-	48.1	396.2	11.8	41.0	52.8
5/1	132	132	-	-	-	1.5	2.3	-	3.8	104.2	3.2	2.3	5.6
5/2+5/3	156	142	-	-	-	2.2	10.6	-	12.8	294.5	4.2	10.6	14.8
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

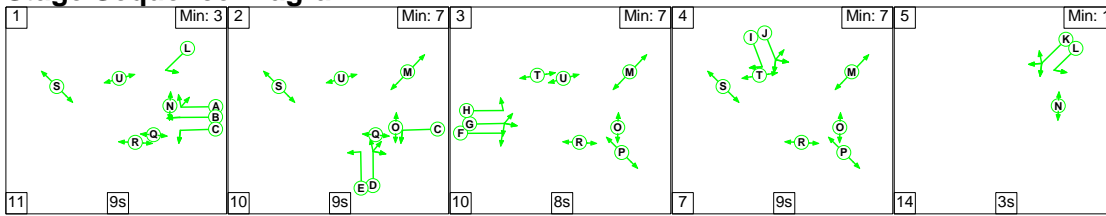
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-37.1	Total Delay for Signalled Lanes (pcuHr):	208.02	Cycle Time (s):	90
	PRC Over All Lanes (%):	-37.1	Total Delay Over All Lanes(pcuHr):	208.02		

Full Input Data And Results

Scenario 15: '2031 DS AM + B + C' (FG15: '2031 DS AM + B + C', Plan 1: 'Network Control Plan 1')

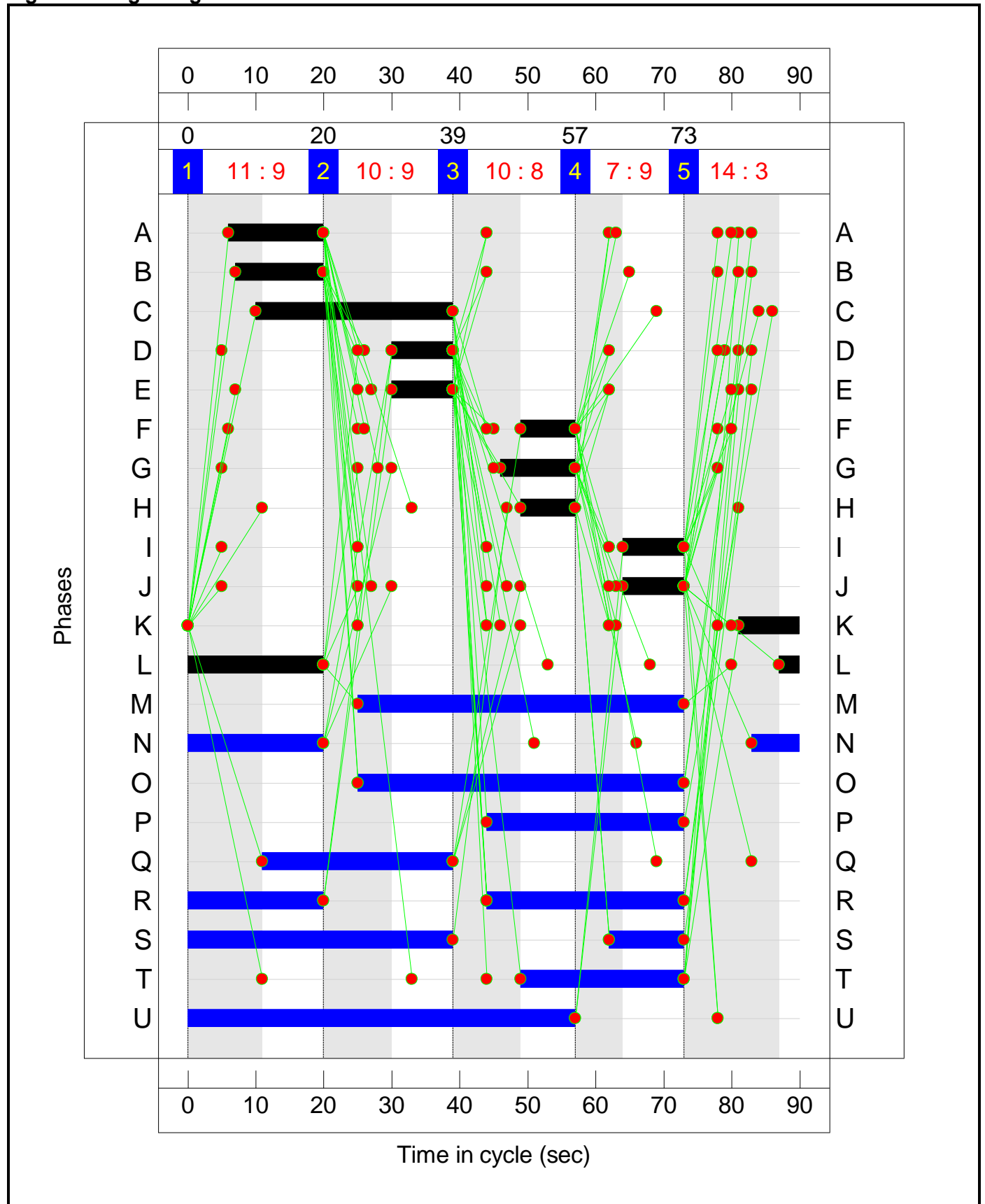
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	9	9	8	9	3
Change Point	0	20	39	57	73

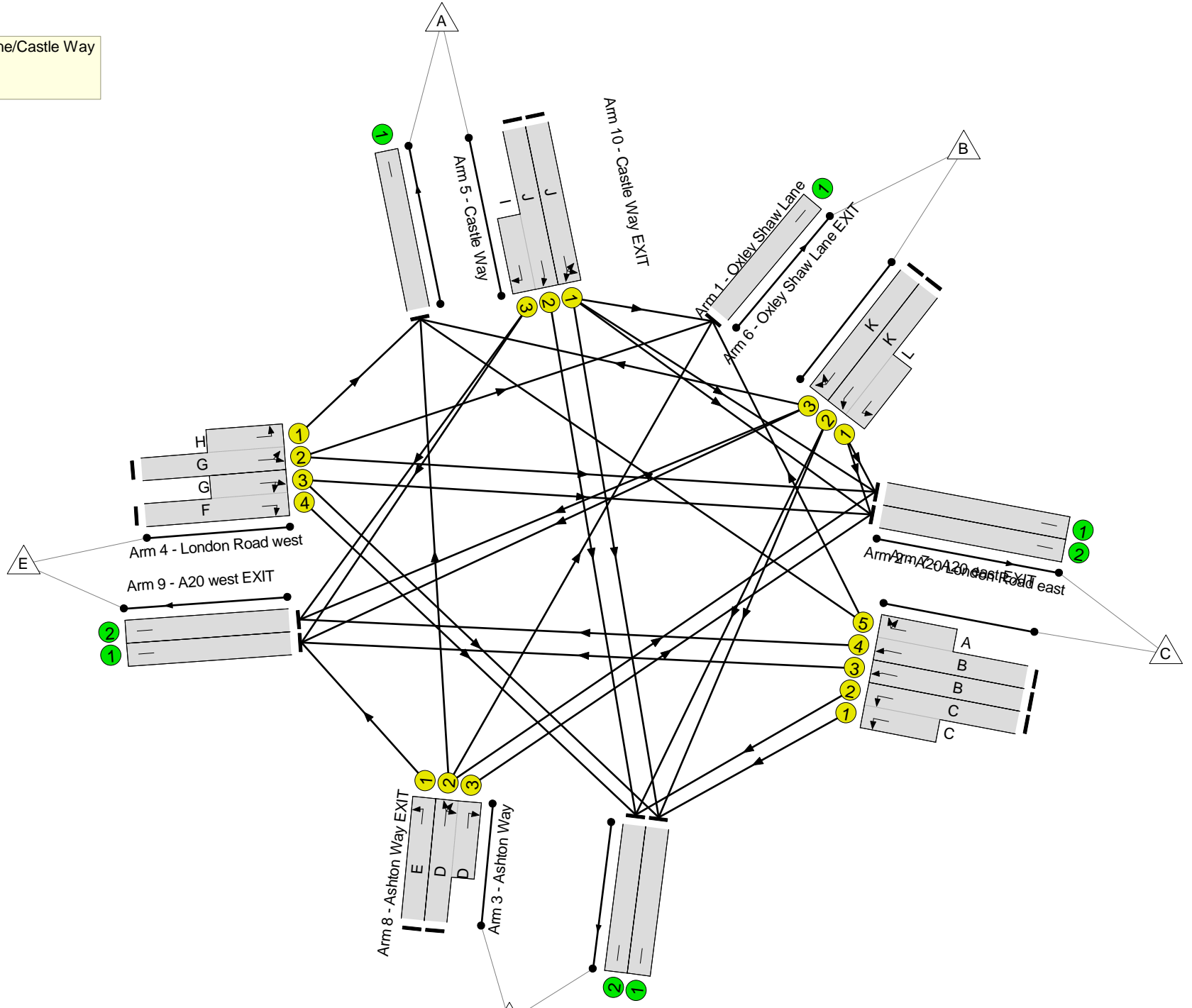
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way
 PRC: -2.5 %
 Total Traffic Delay: 60.6 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	9:23	-	220	1950:1750	137+410	40.3 : 40.3%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	9	-	163	1600	178	91.7%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	29	-	611	1650:1650	374+373	81.7 : 81.7%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	13	-	271	1950	303	89.3%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	13:14	-	339	1950:1600	277+93	91.7 : 91.7%
3/1	Ashton Way Left	U	N/A	N/A	E		1	9	-	176	1750	194	90.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	9	-	287	1600:1600	178+178	80.4 : 81.0%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	11:8	-	256	1750:1600	232+47	91.9 : 91.9%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	8:11	-	283	1600:1600	96+212	91.9 : 91.9%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	9	-	129	1750	194	66.3%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	9	-	164	1950:1600	0+178	0.0 : 92.3%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
8/2	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%

Full Input Data And Results

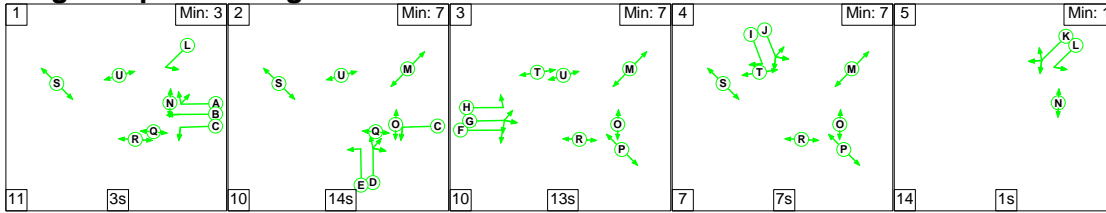
9/1	A20 west EXIT	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
9/2	A20 west EXIT	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
10/1	Castle Way EXIT	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	28.0	32.5	0.0	60.6	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	28.0	32.5	0.0	60.6	-	-	-	-
1/2+1/1	220	220	-	-	-	1.8	0.3	-	2.1	34.7	3.3	0.3	3.6
1/3	163	163	-	-	-	1.8	3.7	-	5.5	120.9	4.0	3.7	7.7
2/2+2/1	611	611	-	-	-	4.2	2.2	-	6.4	37.6	8.3	2.2	10.4
2/3	271	271	-	-	-	2.8	3.5	-	6.3	83.1	6.6	3.5	10.1
2/4+2/5	339	339	-	-	-	3.4	4.3	-	7.7	82.3	6.6	4.3	10.9
3/1	176	176	-	-	-	1.9	3.5	-	5.4	110.5	4.3	3.5	7.8
3/2+3/3	287	287	-	-	-	3.1	2.0	-	5.1	63.9	3.5	2.0	5.5
4/2+4/1	256	256	-	-	-	2.7	4.1	-	6.9	96.5	5.3	4.1	9.4
4/4+4/3	283	283	-	-	-	3.0	4.2	-	7.3	92.3	4.8	4.2	9.0
5/1	129	129	-	-	-	1.4	1.0	-	2.3	65.1	3.1	1.0	4.0
5/2+5/3	164	164	-	-	-	1.8	3.8	-	5.6	123.6	4.1	3.8	7.9
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-2.5	Total Delay for Signalled Lanes (pcuHr):		60.56	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-2.5	Total Delay Over All Lanes(pcuHr):		60.56					

Full Input Data And Results

Full Input Data And Results

Scenario 16: '2031 DS PM + B + C' (FG16: '2031 DS PM + B + C', Plan 1: 'Network Control Plan 1')

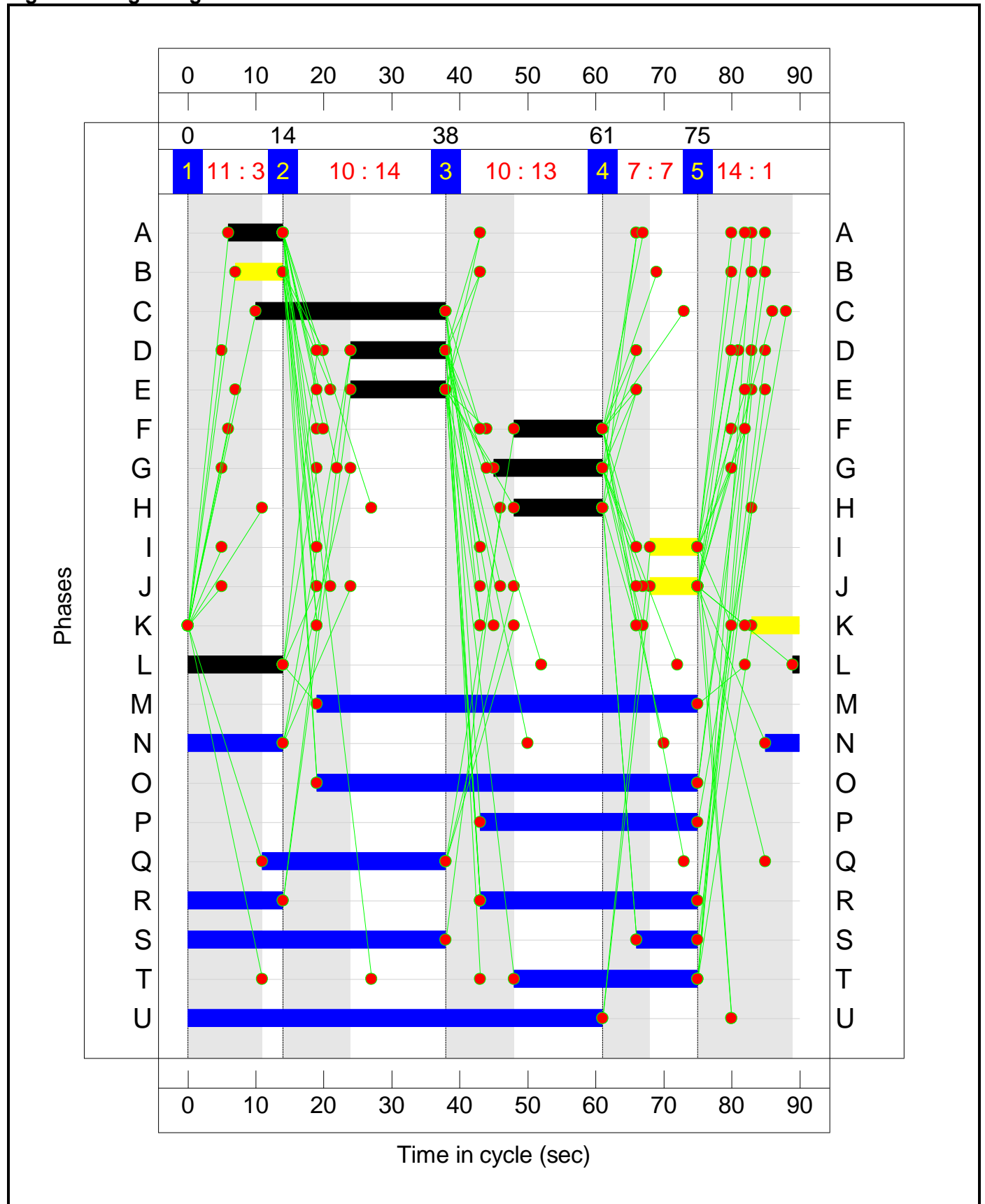
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	14	13	7	1
Change Point	0	14	38	61	75

Signal Timings Diagram



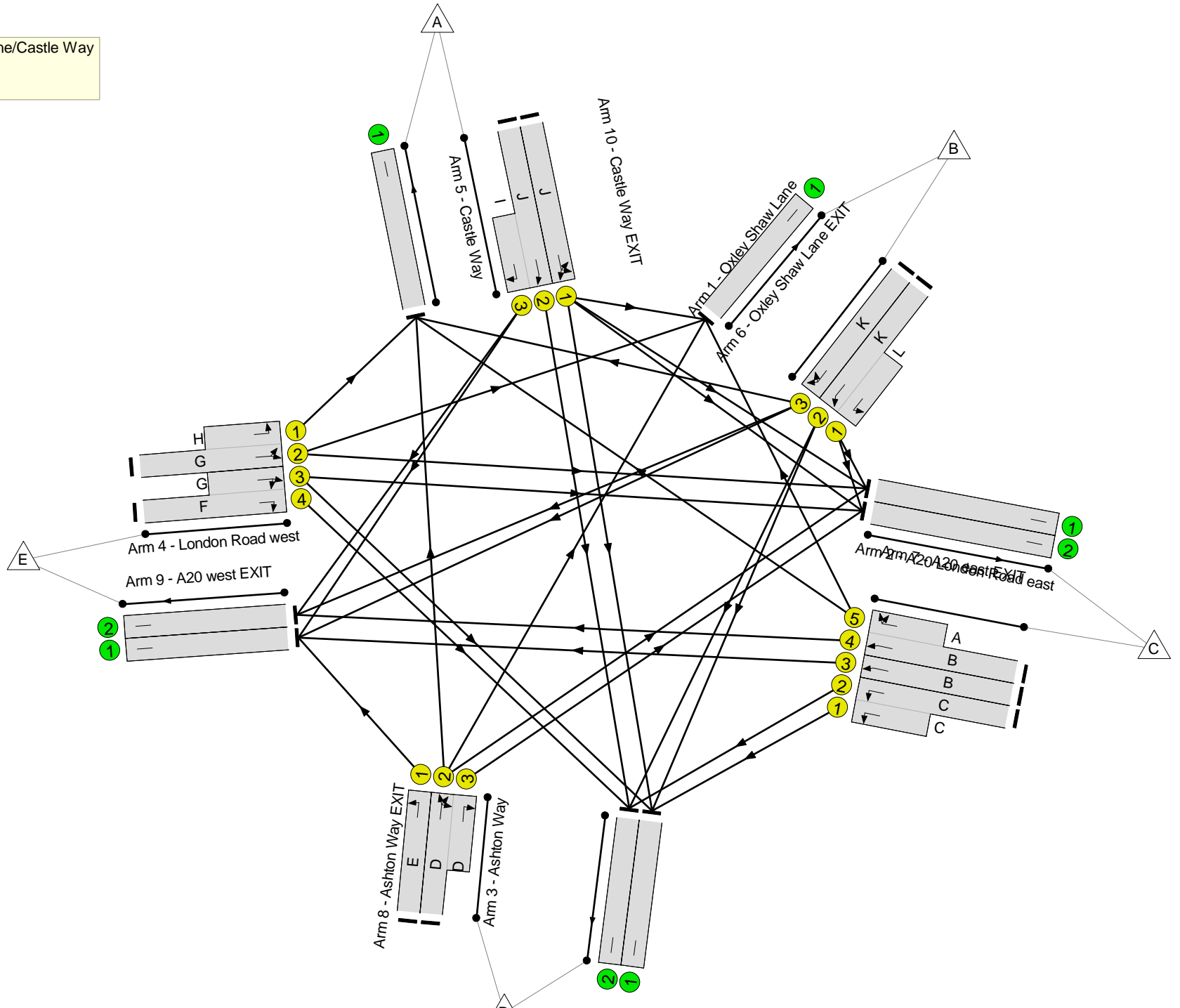
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A20/Ashton Way/Oxley Shaw Lane/Castle Way

PRC: -42.0 %

Total Traffic Delay: 232.0 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	127.8%
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	N/A	-	-		-	-	-	-	-	-	127.8%
1/2+1/1	Oxley Shaw Lane Left Ahead	U	N/A	N/A	K L		1	7:15	-	171	1950:1750	47+302	48.9 : 48.9%
1/3	Oxley Shaw Lane Right Right2	U	N/A	N/A	K		1	7	-	46	1600	142	32.3%
2/2+2/1	A20 London Road east Left	U	N/A	N/A	C		1	28	-	370	1650:1650	365+365	50.7 : 50.7%
2/3	A20 London Road east Ahead	U	N/A	N/A	B		1	7	-	166	1950	173	95.8%
2/4+2/5	A20 London Road east Right Ahead Right2	U	N/A	N/A	B A		1	7:8	-	253	1950:1600	173+79	100.4 : 100.4%
3/1	Ashton Way Left	U	N/A	N/A	E		1	14	-	194	1750	292	66.5%
3/2+3/3	Ashton Way Ahead Right Ahead2	U	N/A	N/A	D		1	14	-	602	1600:1600	236+236	127.8 : 127.8%
4/2+4/1	London Road west Left Ahead Left2	U	N/A	N/A	G H		1	16:13	-	490	1750:1600	301+95	123.6 : 123.6%
4/4+4/3	London Road west Ahead Right	U	N/A	N/A	F G		1	13:16	-	457	1600:1600	92+280	122.7 : 122.7%
5/1	Castle Way Left Left2 Ahead	U	N/A	N/A	J		1	7	-	132	1750	156	84.9%
5/2+5/3	Castle Way Ahead Right	U	N/A	N/A	J I		1	7	-	156	1950:1600	0+142	0.0 : 109.7%
6/1	Oxley Shaw Lane EXIT	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	A20 east EXIT	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
7/2	A20 east EXIT	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
8/1	Ashton Way EXIT	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%

Full Input Data And Results

8/2	Ashton Way EXIT	U	N/A	N/A	-	-	-	-	310	Inf	Inf	0.0%	
9/1	A20 west EXIT	U	N/A	N/A	-	-	-	-	460	Inf	Inf	0.0%	
9/2	A20 west EXIT	U	N/A	N/A	-	-	-	-	275	Inf	Inf	0.0%	
10/1	Castle Way EXIT	U	N/A	N/A	-	-	-	-	169	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	42.0	189.9	0.0	232.0	-	-	-	-
A20/Ashton Way/Oxley Shaw Lane/Castle Way	-	-	0	0	0	42.0	189.9	0.0	232.0	-	-	-	-
1/2+1/1	171	171	-	-	-	1.6	0.5	-	2.1	43.9	3.3	0.5	3.8
1/3	46	46	-	-	-	0.5	0.2	-	0.7	57.1	1.1	0.2	1.3
2/2+2/1	370	370	-	-	-	2.4	0.5	-	2.9	28.3	3.5	0.5	4.0
2/3	166	166	-	-	-	1.9	4.9	-	6.7	146.3	4.1	4.9	9.0
2/4+2/5	253	252	-	-	-	2.9	8.2	-	11.1	157.3	4.4	8.2	12.6
3/1	194	194	-	-	-	1.9	1.0	-	2.9	53.2	4.5	1.0	5.5
3/2+3/3	602	471	-	-	-	11.5	67.7	-	79.2	473.5	14.3	67.7	82.0
4/2+4/1	490	397	-	-	-	8.2	49.2	-	57.4	422.0	13.7	49.2	62.9
4/4+4/3	457	372	-	-	-	7.5	44.9	-	52.4	412.6	12.7	44.9	57.5
5/1	132	132	-	-	-	1.5	2.3	-	3.8	104.2	3.2	2.3	5.6
5/2+5/3	156	142	-	-	-	2.2	10.6	-	12.8	294.5	4.2	10.6	14.8
6/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-42.0	Total Delay for Signalled Lanes (pcuHr):	231.97	Cycle Time (s):	90
	PRC Over All Lanes (%):	-42.0	Total Delay Over All Lanes(pcuHr):	231.97		

Kiln Barn Road / Site Access (PICADY)

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Kiln Barn Road_Site Access Junction AH.j9

Path: Y:\ARDENT PROJECTS\182600 – East Malling Trust Sites B & C, Ditton\Transport\PICADY\Kiln Barn Road_Site Access Junction

Report generation date: 10/12/2018 11:17:18

- »Proposed Layout - 2031 'Do Minimum' + Site B, AM
- »Proposed Layout - 2031 'Do Minimum' + Site B, PM
- »Proposed Layout - 2031 'Do Something' + Site B, AM
- »Proposed Layout - 2031 'Do Something' + Site B, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2031 'Do Minimum' + Site B								
Stream B-C	0.3	6.98	0.23	A	0.1	6.20	0.09	A
Stream B-A	0.1	7.38	0.05	A	0.0	8.15	0.02	A
Stream C-AB	0.1	5.99	0.08	A	0.3	6.82	0.20	A
Proposed Layout - 2031 'Do Something' + Site B								
Stream B-C	0.3	6.98	0.23	A	0.1	6.20	0.09	A
Stream B-A	0.1	7.38	0.05	A	0.0	8.15	0.02	A
Stream C-AB	0.1	5.99	0.08	A	0.3	6.82	0.20	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

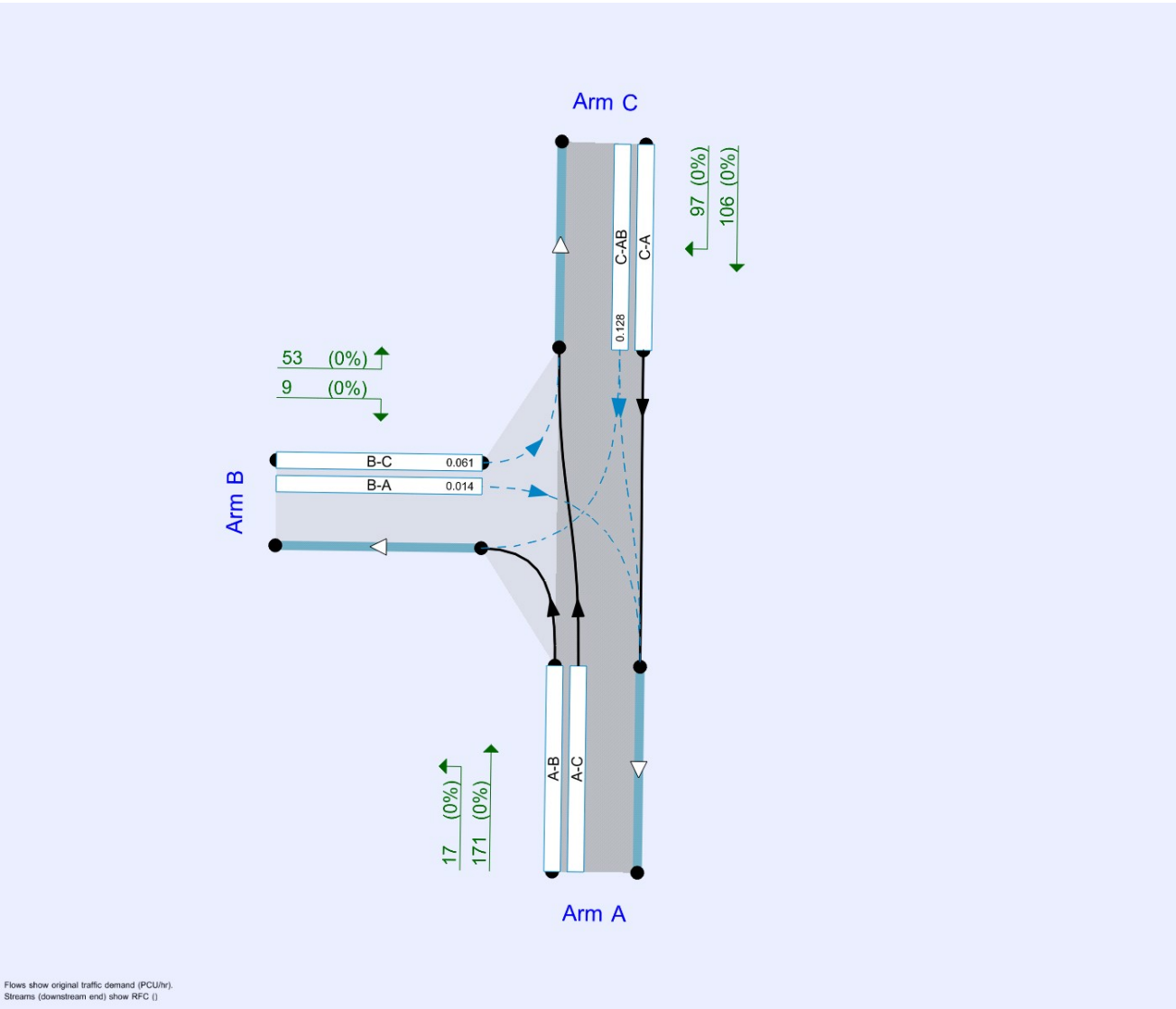
File summary

File Description

Title	Site B Access / Kiln Barn Road T-junction
Location	East Malling
Site number	
Date	24/10/2018
Version	
Status	Preliminary
Identifier	
Client	East Malling Trust
Jobnumber	182600
Enumerator	AH
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 'Do Minimum' + Site B	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 'Do Minimum' + Site B	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 'Do Something' + Site B	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 'Do Something' + Site B	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Layout	✓	100.000	100.000

Proposed Layout - 2031 'Do Minimum' + Site B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access / Kiln Barn Road	T-Junction	Two-way	4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kiln Barn Road (S)		Major
B	Site Access		Minor
C	Kiln Barn Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.46			98.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.57	3.05	3.00	3.00	3.00	✓	1.00	64	72

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.105	0.266	0.167	0.380
1	B-C	697	0.109	0.276	-	-
1	C-B	631	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 'Do Minimum' + Site B	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	59	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	52
	B	24	0	141
	C	55	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	6.98	0.3	A	129	194
B-A	0.05	7.38	0.1	A	22	33
C-AB	0.08	5.99	0.1	A	44	66
C-A					47	70
A-B					6	10
A-C					48	72

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	106	27	679	0.156	105	0.0	0.2	6.264	A
B-A	18	5	532	0.034	18	0.0	0.0	6.996	A
C-AB	35	9	647	0.055	35	0.0	0.1	5.885	A
C-A	39	10			39				
A-B	5	1			5				
A-C	39	10			39				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	127	32	676	0.188	127	0.2	0.2	6.552	A
B-A	22	5	525	0.041	22	0.0	0.0	7.149	A
C-AB	43	11	650	0.066	43	0.1	0.1	5.929	A
C-A	46	12			46				
A-B	6	2			6				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	155	39	671	0.231	155	0.2	0.3	6.973	A
B-A	26	7	514	0.051	26	0.0	0.1	7.379	A
C-AB	53	13	654	0.082	53	0.1	0.1	5.989	A
C-A	56	14			56				
A-B	8	2			8				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	155	39	671	0.231	155	0.3	0.3	6.979	A
B-A	26	7	514	0.051	26	0.1	0.1	7.380	A
C-AB	53	13	654	0.082	53	0.1	0.1	5.990	A
C-A	56	14			56				
A-B	8	2			8				
A-C	57	14			57				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	127	32	676	0.188	127	0.3	0.2	6.563	A
B-A	22	5	525	0.041	22	0.1	0.0	7.152	A
C-AB	43	11	650	0.066	43	0.1	0.1	5.933	A
C-A	46	12			46				
A-B	6	2			6				
A-C	47	12			47				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	106	27	679	0.156	106	0.2	0.2	6.286	A
B-A	18	5	532	0.034	18	0.0	0.0	7.004	A
C-AB	35	9	647	0.055	35	0.1	0.1	5.891	A
C-A	39	10			39				
A-B	5	1			5				
A-C	39	10			39				

Proposed Layout - 2031 'Do Minimum' + Site B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access / Kiln Barn Road	T-Junction	Two-way	2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 'Do Minimum' + Site B	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	188	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	17	171
B	9	0	53
C	106	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From	A	B	C	
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.20	0.1	A	49	73
B-A	0.02	8.15	0.0	A	8	12
C-AB	0.20	6.82	0.3	A	105	158
C-A					81	122
A-B					16	23
A-C					157	235

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	40	10	657	0.061	40	0.0	0.1	5.824	A
B-A	7	2	488	0.014	7	0.0	0.0	7.482	A
C-AB	83	21	649	0.128	83	0.0	0.2	6.353	A
C-A	70	17			70				
A-B	13	3			13				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	48	12	650	0.073	48	0.1	0.1	5.978	A
B-A	8	2	473	0.017	8	0.0	0.0	7.748	A
C-AB	102	26	653	0.157	102	0.2	0.2	6.539	A
C-A	80	20			80				
A-B	15	4			15				
A-C	154	38			154				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	639	0.091	58	0.1	0.1	6.198	A
B-A	10	2	452	0.022	10	0.0	0.0	8.145	A
C-AB	130	32	658	0.197	130	0.2	0.3	6.811	A
C-A	94	23			94				
A-B	19	5			19				
A-C	188	47			188				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	639	0.091	58	0.1	0.1	6.198	A
B-A	10	2	452	0.022	10	0.0	0.0	8.146	A
C-AB	130	33	658	0.198	130	0.3	0.3	6.818	A
C-A	93	23			93				
A-B	19	5			19				
A-C	188	47			188				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	48	12	650	0.073	48	0.1	0.1	5.979	A
B-A	8	2	473	0.017	8	0.0	0.0	7.753	A
C-AB	102	26	653	0.157	103	0.3	0.2	6.549	A
C-A	80	20			80				
A-B	15	4			15				
A-C	154	38			154				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	40	10	657	0.061	40	0.1	0.1	5.830	A
B-A	7	2	488	0.014	7	0.0	0.0	7.490	A
C-AB	83	21	649	0.129	84	0.2	0.2	6.372	A
C-A	69	17			69				
A-B	13	3			13				
A-C	129	32			129				

Proposed Layout - 2031 'Do Something' + Site B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access / Kiln Barn Road	T-Junction	Two-way	4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 'Do Something' + Site B	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	59	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	7	52
B	24	0	141
C	55	44	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	6.98	0.3	A	129	194
B-A	0.05	7.38	0.1	A	22	33
C-AB	0.08	5.99	0.1	A	44	66
C-A					47	70
A-B					6	10
A-C					48	72

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	106	27	679	0.156	105	0.0	0.2	6.264	A
B-A	18	5	532	0.034	18	0.0	0.0	6.996	A
C-AB	35	9	647	0.055	35	0.0	0.1	5.885	A
C-A	39	10			39				
A-B	5	1			5				
A-C	39	10			39				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	127	32	676	0.188	127	0.2	0.2	6.552	A
B-A	22	5	525	0.041	22	0.0	0.0	7.149	A
C-AB	43	11	650	0.066	43	0.1	0.1	5.929	A
C-A	46	12			46				
A-B	6	2			6				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	155	39	671	0.231	155	0.2	0.3	6.973	A
B-A	26	7	514	0.051	26	0.0	0.1	7.379	A
C-AB	53	13	654	0.082	53	0.1	0.1	5.989	A
C-A	56	14			56				
A-B	8	2			8				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	155	39	671	0.231	155	0.3	0.3	6.979	A
B-A	26	7	514	0.051	26	0.1	0.1	7.380	A
C-AB	53	13	654	0.082	53	0.1	0.1	5.990	A
C-A	56	14			56				
A-B	8	2			8				
A-C	57	14			57				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	127	32	676	0.188	127	0.3	0.2	6.563	A
B-A	22	5	525	0.041	22	0.1	0.0	7.152	A
C-AB	43	11	650	0.066	43	0.1	0.1	5.933	A
C-A	46	12			46				
A-B	6	2			6				
A-C	47	12			47				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	106	27	679	0.156	106	0.2	0.2	6.286	A
B-A	18	5	532	0.034	18	0.0	0.0	7.004	A
C-AB	35	9	647	0.055	35	0.1	0.1	5.891	A
C-A	39	10			39				
A-B	5	1			5				
A-C	39	10			39				

Proposed Layout - 2031 'Do Something' + Site B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access / Kiln Barn Road	T-Junction	Two-way	2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 'Do Something' + Site B	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	188	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	171
	B	9	0	53
	C	106	97	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.20	0.1	A	49	73
B-A	0.02	8.15	0.0	A	8	12
C-AB	0.20	6.82	0.3	A	105	158
C-A					81	122
A-B					16	23
A-C					157	235

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	40	10	657	0.061	40	0.0	0.1	5.824	A
B-A	7	2	488	0.014	7	0.0	0.0	7.482	A
C-AB	83	21	649	0.128	83	0.0	0.2	6.353	A
C-A	70	17			70				
A-B	13	3			13				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	48	12	650	0.073	48	0.1	0.1	5.978	A
B-A	8	2	473	0.017	8	0.0	0.0	7.748	A
C-AB	102	26	653	0.157	102	0.2	0.2	6.539	A
C-A	80	20			80				
A-B	15	4			15				
A-C	154	38			154				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	639	0.091	58	0.1	0.1	6.198	A
B-A	10	2	452	0.022	10	0.0	0.0	8.145	A
C-AB	130	32	658	0.197	130	0.2	0.3	6.811	A
C-A	94	23			94				
A-B	19	5			19				
A-C	188	47			188				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	639	0.091	58	0.1	0.1	6.198	A
B-A	10	2	452	0.022	10	0.0	0.0	8.146	A
C-AB	130	33	658	0.198	130	0.3	0.3	6.818	A
C-A	93	23			93				
A-B	19	5			19				
A-C	188	47			188				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	48	12	650	0.073	48	0.1	0.1	5.979	A
B-A	8	2	473	0.017	8	0.0	0.0	7.753	A
C-AB	102	26	653	0.157	103	0.3	0.2	6.549	A
C-A	80	20			80				
A-B	15	4			15				
A-C	154	38			154				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	40	10	657	0.061	40	0.1	0.1	5.830	A
B-A	7	2	488	0.014	7	0.0	0.0	7.490	A
C-AB	83	21	649	0.129	84	0.2	0.2	6.372	A
C-A	69	17			69				
A-B	13	3			13				
A-C	129	32			129				